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TUESDAY, APRIL 18, 1911

二拜禮

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SINGAPORE COPY 10 CENTS.

Telegram.

HOME RACING.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 18, 6.50 p.m.

The result of the race for the

Sydney Cup is as follows:—

1. Moorilla.
2. Byplay.
3. Eric.

The race for the Queen's prize was also run off at Kempton, and resulted as follows:—

1. Origo.
2. Clarenceux.
3. Merry Task.

The Queen's Prize (handicap) of 1,000 sovs., by subscription of 3 sovs. each, if struck out, if left in a further subscription of 15 sovs. and an additional subscription of 5 sovs. for starters; second to receive 75 sovs. and the third 25 sovs.; winners (selling races excepted) after the publication of the weights 5lb. twice or once of 400 sovs. 7lb., or of one race value—1,000 sovs. 14lb. extra. One mile and a half on the Round Course. (46 entries, 15 of whom declared).

The acceptances were:—

Bronzino (Mr. James A. de Rothschild) Pratt 49 2
Cocksuro II. (Lord Derby) Robinson 69 0
Admiral Togo III. (Baroness M. de Brienon) Taylor 8 13
Charles O'Malley (Mr. A. P. Culliffe) Lewis 48 12
Dalmatian (Mr. L. Winans) J. Cannon 48 12
Mirador (Mr. W. Astor) W. Waugh 58 11
Succour (Major Kincaid Smith) Capt. Dewhurst 8 9
The Nut (Mr. W. B. Purefoy) Lewis 68 5
Arranmore (Mr. Sol. Joel) C. Peck 68 5
Rocheater (Lord Durham) P. Peck 48 0
Merry Task (Mr. August Belmont) Watson 48 0
Last Call (Mr. Lionel Robinson) Robinson 48 0
Mogato (Mr. W. G. Singer) Taylor 57 11
Bridge of Earn (Lord Derby) Hon. G. Lambton 57 10
Carnouel (Mr. H. J. King) Lench 57 10
The Valet (Mr. L. Winans) J. Cannon 47 8
St. Felicite (Mr. Arthur James) Hon. G. Lambton 47 7
Spectral (Mr. J. Fallon) Fallon 47 4
Knight of Honour (Mr. P. Nelke) Pickering 47 2
Clarenceux (Mr. J. B. Thorneycroft) Enoch 47 2
Roedon (Sir Berkeley Sheffield) S. Darling 47 0
Darrara (Lady Torrington) Fallon 56 12
Origo (Sir John Willoughby) Pickering 56 11
Plume (Mr. A. E. Barton) Medcalf 46 11
Toyshop (Mr. Walker Raphael) D. Waugh 56 11
Cedrus (Mr. G. A. Proulx) B. Jarvis 46 10
Bernard (Mr. L. Brasse) Jennings 46 10
Black Sea (Lady de Bath) Robinson 56 8
Larig (Capt. M. Weyland) F. Hunt 46 7

Telegram.

Clannish (Mr. James A. de Rothschild) Pratt 46 0
Bonny Boy (Mr. James A. de Rothschild) Pratt 56 9
Paid Forfeit.

The Story (Mr. J. B. Joel) Morton 56 10

Glacis (Lord Derby)

Hon. G. Lambton 48 0

Decision (Lord Derby)

Hon. G. Lambton 48 5

Willonx (Mr. C. E. Howard) S. Darling 48 4

Santovo (Mr. G. Edwards) P. Hartigan 68 1

Philonon (Duke of Portland) W. Waugh 57 11

Atty Mr. E. Temple Patterson) Poroso 57 9

Rock Lane (Mr. L. de Rothschild) Cannon, jun. 47 9

Christiana (Lord Westbury) Farquharson 57 1

St. Crispin (Mr. L. Brasse) Jennings 47 1

Facot (Mr. L. de Rothschild) Watson 46 13

Protiva (Mr. R. C. Dawson) R. Dawson 66 0

Waterwood (Mr. J. B. Joel) Morton 36 8

Assayer (Mr. C. Hibbert) J. Cannon 56 3

Gaiety (Mr. J. M. Hartigan) P. Hartigan 46 3

RUSSIA AND CHINESE.

[“SHUNG PO” SERVICE.]

Peking, April 17.

The Russian Minister in Peking

has notified the Board of Foreign

Affairs that there are four clauses

in the treaty limiting the

Chinese emigration over the

Russian Eastern frontier.

Those who know China realize the great impossibility of any success lying ahead of the nation if she takes up arms now against a modern Power; and those who think at all cannot regard the activity within the Celestial Empire in any other light than that in which they look upon the fever for arms and warships, and death-dealing explosives, that seems to for ever stir the pulses of Great Britain, Germany, America, Japan, or any other of the up-to-date Powers. The fashion has been set in this direction, as in others, to go one better than the nation next door; and whilst the nations of the west, armed cap-a-pie as they are, continue to seek still more effective long-range, death-dealing weapons, little seriousness can be placed upon the feeble efforts of China to organize her field and naval forces. China is just as entitled to make a demonstration as one European Power is to make nasty remarks to another, what time she has her starved war-dogs ready to slip from the leash; and that justification must be realized by those who are wise, fair-minded and just-dealing. China certainly has neurasthenia at the present moment, and what nation similarly placed would not be approaching physical collapse; but a nervous breakdown does not, by any means preclude entrance upon a Titanic conflict. China does not want war, and only begs that she be not driven to make some feeble pretence thereof. “Shanghai Times.”

Telegrams in the native papers from Peking state that the Prince Regent wishes to re-appoint His Excellency Wu Ting Fang in view of the difficulties which have arisen with foreign powers. Prince Ching opposes the appointment on the ground that it is not advisable to make changes at this critical time.

Telegram.

ANARCHY IN DELAGOA BAY.

[THE “TELEGRAPH” CORRESPONDENT.]

London, April 18th, 6.50 p.m.

Anarchy is reigning in Delagoa Bay, and a British warship has been sent there.

Delagoa Bay, the southern-most port of Portuguese East Africa, is about fifteen miles across. At its head stands Lorenzo Marques, through which both men and supplies reached the Boers during the South African war. The harbour is a fine natural one, and trade both inwards and outwards is brisk.

CHINA BORROWS.

[“SHUNG PO” SERVICE.]

Peking, April 17.

The Board of Finance proposes to raise a loan of \$100,000,000 from Great Britain, America, Germany and France.

The loan is to be issued at less than 5 per cent. without securities, and without the consent of the National Assembly. 20 per cent. of the loan is to be devoted to the promotion of industries in Manchuria, and 80 per cent. will be put aside for the reorganization of the currency system.

The Board of Finance and the Board of Foreign Affairs have jointly memorialized the Throne as to the advisability of the loan. A draft agreement has been drawn up.

This loan will have nothing to do with the Board of Communications.

THE TELEGRAPH IN CHINA.

[“SHUNG PO” SERVICE.]

Peking, April 17.

The Board of Communications proposes to raise a foreign loan of £500,000 for the purpose of constructing telegraphic lines in China.

CHINA'S NEW CABINET.

[“SHUNG PO” SERVICE.]

Peking, April 17.

The expenditure of the new Cabinet will come to \$700,000 yearly.

Telegram.

OBITUARY.

LORD CARLISLE DEAD.

[THE “TELEGRAPH” CORRESPONDENT.]

London, April 18, 6.50 p.m.

The death of Lord Carlisle is announced.

The ninth Earl of Carlisle, George James Howard, Viscount Howard of Morpeth, Baron Daore of Gillesland, was born in August 1843. He represented East Cumberland in Parliament as a Liberal in the early eighties.

A NATIVE RUMOUR.

FRANCE DEMANDS LEASE OF YUNNAN.

[“SHUNG PO” SERVICE.]

Peking, April 17.

It is reported that the Powers have met together to demand privileges and concessions from China.

France has taken the lead by demanding a lease of the whole province of Yunnan.

The other Powers are waiting a satisfactory reply from the Board of Foreign Affairs to the French Government before they put forward their demands.

The Board of Foreign Affairs finds it difficult to reply to the reasonable demand of the French Government, and has had several conferences to discuss the situation.

[The above telegram is without doubt a mis-reading of the demands of the French Government as regards the settling of the various troublesome questions in Yunnan and those of the British Government in regard to the same in Szechuan. There is no intention whatever, we may be sure, to re-introduce the “sphere of influence” policy in so drastic a form. Even were it so, France would have to consult the wishes of Great Britain—which would certainly not be her wishes—before taking over command of Yunnan.]

FOREIGN DETECTIVES FOR CHINA.

[“SHUNG PO” SERVICE.]

Peking, April 17.

The Board of Interior has telegraphed to H. E. Liu Yuk Lin, the Chinese Minister at the Court of St. James, and H. E. Liu Sik-fan, the Chinese Minister in Paris, to engage some foreign detectives for China.

Telegram.

THE REVOLT IN MEXICO.

FEDERAL POWER WEAKENING.

[REUTERS’ SERVICE.]

London, April 17.

The correspondent of the “New York Times,” telegraphing from Mexico City, says the federal power is weakening in practically every Mexican State.

The rising tide of revolt is shown in the appearance of numerous marauding bands unconnected with the followers of the insurgent leader Madero.

QUADRUPLE LOAN.

REPORTED TO HAVE BEEN COMPLETED.

[“INDEPENDENT NEWS” AGENCY.]

Tokio, April 18.

It is reported here that the railway loan to China from Great Britain, France, Germany and America, known as the Quadruple Loan, has been completed.

No news is to hand as to the securities that have been provided, nor have the foreign advisers been selected yet.

Newspapers here are not commenting definitely on the subject.

THE PLAGUE.

[“SHUNG PO” SERVICE.]

Peking, April 17.

Bubonic plague is rife in Lai Chow, in Kwangtung. The telegraphic station has been closed owing to the spread of the plague. For the last few days communication with Canton has been stopped.

VOLUNTEERS IN CHINA.

[“SHUNG PO” SERVICE.]

Peking, April 17.

The President of the Army Board thinks that the formation of Volunteer corps is quite harmless, as these corps are promoted and trained under the auspices of the local gentry of the various provinces.

The Grand Councillors are not of the same opinion as the President.

Telegram.

FURIOUS BATTLE RAGING IN MEXICO.

MACHINE GUNS’ BULLETS DIGGING UP THE GROUND.

[REUTERS’ SERVICE.]

London, April 18, 7.35 a.m.

A furious battle is raging between the Mexican Federalists and the Insurgents, close to the American frontier.

A hail of the bullets from the machine guns is sweeping through the American town of Douglas, in Arizona.

It is ploughing its way through the buildings and is digging up the ground.

New York telegrams state that the utmost anxiety prevails as to the outcome of the events in Mexico.

VISITING JAPAN.

CHINESE COMMERCIAL MEN.

[“SHUNG PO” SERVICE.]

Peking, April 17.

The Chinese industrial body will leave Shanghai for Japan in October.

COMMERCIAL.

The quotations at Shanghai on the 12th were:—Bukit Toh Alang II. Id. Tls. 31-2 cash. Culu-Kalumpungs Tls. 14.00 cash. Anglo-Java Estate, Id. Tls. 61-1 cash. Weeks & Co., Id. \$24 cash.

The March rubber returns are reported thus:—Kota Tinggi (Johore):—1,100 lbs. Telopah Valley (Johore)—850 lbs. Chersonese:—4,670 lbs. Donnistown:—2,852 lbs. Highlands:—37,402 lbs. Sungai Krian:—1,700 lbs. River Side:—3,103 lbs. Sungai Way:—10,017 lbs. Sui Manggis:—305 lbs. Komok:—1,679 lbs. Bernam:—2,592 lbs. Cicely:—16,136 lbs. Dominion:—2,085 lbs. Glenealy:—1,634 lbs. Ratanui:—3,500 lbs. Trolak:—774 lbs. Brusa:—301 lbs. Bakap:—2,132 lbs.

Messrs. J. A. Wattie and Co., Ltd., courteously inform us that the output for the year ending March 31st, 1911, on the Estates of Anglo-Java Estates, Ltd., was as follows:—Coffee, 4,000 piculs; Cocoa, 3,250 piculs; Kapok, 110 piculs; Kapok Seed, 235 piculs; Pepper, 175 piculs; Hemp, 200 piculs; Rubber, 2,935 pounds. 6,500 Hoven trees are being tapped at present, which number will be increased to 10,000 on the 15th inst.

It is stated that there is at the present moment an army of over 3,000 Shantung coolies in detention at Shanhaiwan, and awaiting their release in order to proceed to Manchuria. These coolies are undergoing medical examination.

WHEAT IN CHINA.

Facts that have recently been brought to light are, reasons the “Star,” New York, calculated to uncover some very remarkable illusions entertained by Europeans and Americans with regard to China and the Chinese. For example, it is an almost universal belief in the Caucasian continents that the Chinese are exclusively a rice-eating people. The belief follows naturally that they are exclusively rice-raising people. Both beliefs are erroneous. Writing to the department of commerce and labour, the American consul at Amoy, China, J. H. Arnold says that the entire region south of the Yangtze river depends upon rice as the principal article of diet, but even in this section, when rice is dear and flour is cheap, large quantities of the latter are consumed. To the millions north of this section rice is more of a luxury than wheat. There are millions of people in central and northern China, he reports, who have never even tasted rice; and he adds: “There is probably a greater population in that section who eat wheat products than the aggregate population of the United States.”

It may not be altogether agreeable to us, who are prone to be so vain of our general intelligence, to be confronted by these facts. But a more distressing revelation is yet to come, so far, at least, as our self-conceit is concerned. Not only are the Chinese just as good wheat consumers as Europeans and Americans, but China is to-day raising as much wheat as the United States. Moreover, she is raising more wheat to the cultivated acre. Furthermore, China has hundreds of millions of acres of splendid wheat land not yet under cultivation.

Production of wheat in this country fell off in 1910 from the production of 1909 to the amount of \$1,740,000 bushels. The United States is still raising more wheat than the nation consumes, but the surplus for export has been annually growing smaller of late years. The time when this staple must be imported by the United States is believed to be within measurable distance, and it is not at all improbable that China, at a future time when normal and happier conditions than now exist are prevailing there, will be called upon to make the American deficit good.

The Weather Forecast.



On the 18th at 11.55 a.—The depression in the North has advanced Eastwards and now occupies the Eastern part of the Sea of Japan. Pressure remains high over the S. China. It is inclined to give way again in N. China. Fresh to strong N.E. winds may be expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, N.E. winds, moderate; fair.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Loochoo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

AMERICAN TRADE
IN ASIA.PESSIMISTIC VIEW OF
PRESENT SITUATION.

"The somewhat hostile persistence with which American diplomacy has been backing up the placing of the American dollar in China is in marked contrast with the flagging energy of American export trade."

In this striking sentence a writer in the "Times" concludes his introduction to an interesting article on the decline in America's Asiatic trade. Briefly summarised his findings are these:

Alas for expectations! Against 4,143,671 pieces of American grey cloth, for say 165,000,000 yards, exported to China in 1897, the total export of the same fabric for the calendar year 1910 was only 65,500,000 yards. In 1905 12,500,000 pieces of plain cotton of American origin were imported into China, as against 13,548,025 pieces of British origin. In 1906 the figures were 8,544,105 pieces of American goods, against 10,785,227 pieces of British. But as Sir Alexander Hosie, the Acting Commercial Attaché to H.B.M.'s Legation at Peking, has shown in a luminous report on the subject, while the normal demand for these goods in China might be placed at 17,000,000 pieces per annum, the actual import for 1905 amounted to 27,724,980 pieces, and that for 1906 was 20,247,223 pieces. During those two years, therefore, the excess imported over the already established average was 18,468,489 pieces, more than enough to suffice for the whole consumption of 1907.

Forgetfulness of those facts has added superfluous gloom to some recent comments on the subject here. That is to say, the decline of American trade in China is not correctly indicated by a bald statement of the export figures for the last ten years. As a matter of fact, more than half the value of the cotton goods exports to China of 1905 and 1906—valued at \$33,500,000 and \$16,700,000, respectively—should be distributed over the three succeeding years, and the losses which they entail may in part account for the low state of the trade at the present moment.

The purchasing power of the Chinese millions has been impaired by the fall in silver, by the demoralization in the copper coinage due to the pernicious activity of provincial mints, and by other influences which need not be detailed here. Cheap Japanese imitations, usually described as "excellent," have thus had an exceptional opportunity to oust the more expensive fabrics, and the making of native cloth in the homes of the people has received a new impetus, to the manifest advantage of the market for Indian and Japanese yarn.

In the other leading article of American export to China—kerosene oil—the decline has been almost equally marked, but here the Standard Oil Company is plainly putting up a fight for the American product whose issue it would be rash to predict. How bitterly the contest has been waged may be gathered from the fact that while the 65,705,865 gallons of illuminating oil exported to China from the United States in 1909 were valued at \$5,930,694, the 84,019,402 gallons exported in 1910 were valued at only \$5,305,208. But it is probably true, as the author of an article on "American Defeat in the Pacific" gloomily remarks, in the two items where the decline is noted by the American Government—namely, cotton and oil—India, Russia, and the Dutch Settlements have profited by nearly the whole of America's loss. The further remark is equally true that "in steel and machinery Great Britain, Germany, France, and Belgium have taken the trade. It is mainly in the control of industrial development in China by European capital that America has been defeated in the Chinese market since the Russo-Japanese War." It is very much of a commonplace, for everybody but Americans apparently, that the trade follows the loan; so that, because the money came from Europe, China's orders for steel and railway machinery, mining machinery, arsenal equipment, woolen, cotton, and silk

spinning and weaving machinery, leather making and mending machinery, and also equipment for steel plants and iron works, have been placed in Europe. How it will be should the present ambitious plans for lending American money to China over mature remains to be seen, especially as there is always the off-chance, as in the recent case of a large transaction between American bankers and Bolivia, that the loan would be promptly transferred to London.

SAN FRANCISCO AND
THE PLAGUE.

San Francisco, casting aside red-tape, rebuffing the grafters, and dipping freely into its treasury, conquered the plague. Its spread was halted and then apparently the disease was crushed. The city, having but recently passed through the terrible crisis of earthquake and fire, met the newer emergency, and was once more victor.

The fight of San Francisco will stand for many a year as a high example of concentrated energy, common sense and efficiency. It is well to have that example because there are chances of the same ordeal coming soon to other communities. The epidemic in eastern China brings the possibility closer than when the plague was centered in India and only slightly troubling China, Japan and the Philippines. There is a constant and little noted communication between Asia and the northern part of the United States by way of Canada. Toledo will remember the Chinese smuggling cases which were investigated here a few years ago. Only last winter it was discovered that Chinese were again being guided into Michigan when parts of the Detroit river were entirely frozen over.

It cannot be expected that cities remote from the present terrible outbreak will prepare against the appearance of the plague within their precincts. It will do no harm, however, to consider the probabilities of its coming and to remember how one city enlisted the aid of science and closed at least one chapter of the struggle with death.—The "Blade," Ohio.

OUR DIARY.

Tuesday, 18th April.
Coronation Meeting, City Hall, 5.30 p.m.
Wednesday, 19th April.
A. S. Watson and Co. Ltd., Extraordinary General meeting, 11.30 a.m.
Billiard Match, "Telegraph" Trophy, 9 p.m.
Thursday, 20th April.
School Sports (Heats) at Race Course, noon.
Saturday, 22nd April.
Geo. Fenwick and Company Annual Meeting, noon.
Y.M.C.A. (Chinese Department) Annual Sports.
Volunteers' Dinner.
Hongkong Jockey Club, Half-Yearly Meeting, 12.30 p.m.
Monday, 24th April.
Criminal Sessions.
School Sports, Finale, at Race Course.
Tuesday, 25th April.
Hongkong Electric Company Annual Meeting, noon.
Sanitary Board Meeting, 3.45 p.m.
Wednesday, 26th April.
Union Insurance Company Meeting, noon.
China Traders' Company Meeting, 12.30 p.m.
Friday, 28th April.
Stockbrokers' Association's Soling Day for April.
Philharmonic Concert.
Saturday, 29th April.
Departure of Coronation Contingent.
Entries close for Lawn Bowls Open Singles Championship.
Monday, 1st May.
Shanghai Spring Race Meeting.

FOREIGN BANK'S ACTION
RESENTED.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, April 17.

As the result of a current rumour that a foreign bank in Shamsen intends to issue notes of subsidiary coin value for circulation in the interior of China, a meeting of the Banking Investigation Society was held at the hall of the Bankers' Guild on the 15th inst. with the object of passing a number of resolutions against the reported step of the foreign bank. It was resolved at the meeting that a joint petition should be sent to H.E. the Viceroy, who should be requested to communicate with the different Consuls at Shamsen as to whether there was any ground for the rumour. If the rumour was found to be correct, no time should be lost in taking steps against the action of the foreign bank. Those present at the meeting contended that the bank's action did not only constitute an injury to the prestige of China, but was calculated to involve the banking concerns in financial ruin. One of the members suggested that the assistance of the Canton Chamber of Commerce should be solicited.

THE PANAMA CANAL.

ANOTHER BIG LINE OF
FREIGHTERS TO BE
STARTED.

The opening of the Panama Canal is very much in the minds of American shipowners just now, and several new lines have been inaugurated in preparation for the event.

The latest is a line of high-power freight steamers to run between San Francisco and European ports. The owners are Messrs. Balfour, Guthrie and Co. Steamers of the Harrison Line, of 10,000 tons capacity and making thirteen knots, will be put in the service. Until the canal is opened they will go by the Magellan route, with scheduled voyages of sixty days between San Francisco and the first European port of call. The Centurion opened the new service, sailing from Antwerp on April 2, calling at Glasgow, Liverpool and Swansea, and at San Pedro, Victoria and Vancouver, in addition to San Francisco.

On the opening of the canal it is expected that these steamers will make the voyage from San Francisco to Swansea in thirty days. Practico, Service and Henderson of Glasgow are interested in the new line, and they are now having vessels built on the Clyde for this service. Balfour, Guthrie & Co. have made the announcement that while the service would be maintained on a monthly schedule at first, fortnightly sailings would be established before the opening of the Panama canal.

PROPOSED CANTON-
MACAO RAILWAY.

The right of building a railway from Canton to Macao has already been secured from the Portuguese by a Chinese merchant named Leung. At the end of last year, permission was granted by the Board of Communications to the Chinese merchant to form a public company. As the question of delimitation of the Macao boundary has not yet been settled and as the construction of this railway is absolutely necessary, Mr. Leung has asked the Board of Communications for permission to commence work on the line from Canton as far as Heung Shan district and to link up the line from Macao after the settlement of the boundary dispute. Yesterday, the petitioners received replies from the Board of the Communications complying with his request.

NEWS FROM THE
NORTH.

THE CORONATION.

Peking, April 12.—The Throne has decorated the officers of the Chinese cruiser Haichi, which will take part in the festivities of the Coronation of King George. An Edict promotes H.E. Sah Chien-ping to be Rear-Admiral, with the brevet rank of Admiral.

Intimations.

A Silly Saying.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all; no matter how badly they need it. Yet cod liver oil is one of the most valuable things in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

Wampole's Preparation the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unquelled power for the diseases into which prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists. [11

NETHERLANDS INDIA COM-
MERICAL BANK.

NOTICE.

FROM April 15th the Offices of this Banking Corporation will be located in the rebuilt premises of Messrs. David Sassoon & Co., Ltd., Ground floor, Corner Des Voeux Road and Ice House Street.

C. WOLDRINGH,
Manager.
Hongkong, 14th April, 1911. [1055]

To Let.

TO LET.

FROM 1st June, No. 104 The PEAK, partially furnished.
Apply to—
S. J. DAVID & Co.,
Hongkong, 12th April, 1911. [1062]

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental. Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, 15th Mar., 1911. [968]

TO LET.

GODOWN No. 5A, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st April, 1911. [81]

TO LET.

"CREGGAN," 89, The Peak.
No. 10, MACDONNELL ROAD. OFFICES IN KING'S BUILDING, 4th Floor.
AN OFFICE on 1st Floor, 16, Des Voeux Road CENTRAL. GODOWNS, 161 to 165, PRATA EAST.
SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.
Also NEW EUROPEAN FLATS adjoining the new Sam's Institute, Prata East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 8th April, 1911. [168]

Intimations.

HONGKONG JOCKEY CLUB.
NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 22nd April, 1911, at 12.30 p.m., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Annex, Chater Road.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 10th April, 1911. [1046]

NETHERLANDS LLOYD
of
AMSTERDAM AND
BATAVIA.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO.,

Hongkong, Canton & Swatow.

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m., every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

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JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

TSANG KWONG
COMPANY.ELECTRICAL AND GAS
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Telephone No. 609.

Hongkong, 2nd Jan., 1911. [78]

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Hongkong, 15th Mar., 1911. [47]

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Hongkong, 1st June, 1910. [419]

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Hongkong, 19th June, 1910. [1]

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of Pennsylvania, U.S.A.
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Hongkong, 27th January, 1911. [1]

Intimations.

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NORTH BOUND.

1st Class Fares	Shanghai (Steamer) Lv.	Dairen (S.M.R. Train) Lv.	Mukden (S.M.R. Train) Lv.	Changchun (Russian Train) Lv.	Harbin (Russian Train) Lv.	Thurs. 6.00 p.m.	Sun. 8.00 "	Mon. 8.00 "	Tues. 8.00 "	Wed. 8.00 "	Thurs. 8.00 "	Fri. 8.00 "	Sat. 8.00 "
\$40													
Y14.95													
Y11.50													
R 9.60													

Connecting at Harbin with State Express for Moscow.

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1st Class Fares	Harbin (Russian Train) Lv.	Changchun (S.M.R. Train) Lv.	Mukden (S.M.R. Train) Lv.	Dairen (Steamer) Lv.	Shanghai (Russian Train) Lv.	Mon. 7.50 p.m.	Tues. 6.40 a.m.	Wed. 7.00 "	Thurs. 1.46 p.m.	Fri. 2.00 "	Sat. 10.30 "	Sun. Noon
R 9.60												
Y11.50												
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Agents: MITSUI BUSSAN KAISHA, LTD.
Hongkong, 20th January, 1911. [788]

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Hongkong, 7th April, 1911. [1038]

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By Order,
Hongkong, 22nd January, 1911. 835 Hongkong, 22nd December, 1908. [82]

THE MANAGER,
"Hongkong Telegraph."

Hongkong, 22nd December, 1908. [82]

Hongkong, 22nd December, 1908. [82]

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Hongkong, 22nd December, 1908. [82]

Intimations.



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ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [28]

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correct information, to serve the truth
and print the news without fear or
favour.

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A. B. C. 5th edition

Western Union.

THE

Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 18, 1911

TRANSPORTATION IN SOUTH CHINA.

The development of transportation in South China, notably along the West River and in the Shan States near the Burmah frontier, is worthy of detailed comment. As we pointed out in this column some little time ago, the most notable efforts in this direction have to do with the extension of motor-boat services. These have been numerous and important on the West River, where it is likely that many more will be established shortly. Such means of communication have been in operation for some time past between Wuchow, Nanning and Peh-sieh, and a tentative service on similar lines is, or actually has been, opened between Nanning and the frontier upon port of Lungchow. In the words of Mr. Commissioner Lindholm of the Imperial Maritime Customs at the latter place, "these efforts to arouse interest of some practical usefulness would not have been as futile as those of yore had it not been for the initiative and energy shown in this cause by

some of the younger native merchants here." It is to be hoped that when the motor boats have proved a successful enterprise, native business people will turn their attention to and seriously consider the question of motor-carriage communication between Lungchow (or Yashuitan) and Namkwan; i. e., the railhead of the Tonkin system on the frontier. The distance is less than 15 miles, and though the already existing, fairly good road—no doubt would have to be improved and kept in repair, this could probably be done at a reasonable cost. While heavy, bulky cargo should come by boat from Nanning this projected motor carriage line would handle light freight, parcels, and particularly passengers and their luggage. Without better means of communication this section of Kwangsi will remain in seclusion and stagnation. With improved means of communication and transport, even on such comparatively modest and cheap lines as mentioned, one may confidently look for progress. Much which is now waste land would be taken under cultivation. Stretches covered with rank grass might give way to plantations of rubber and camphor trees. Such a combined motor carriage and boat traffic, while serving the need of the present, would probably pave the way and make possible a railway in the more prosperous future.

The boats already running are, as we said before, of Chinese make, from the shipyards of Hongkong, the plans being drawn by English shipbuilders. There are now, at least, seven of them in service—six between Wuchow and Nanning and one between Nanning and Peh-sieh. New boats are to go into service between Nanning and Lungchow shortly. There are other projects in process. For instance it is proposed to run a line of motor boats from Chia Ying Chow upriver from Swatow to Chuehchow-fu, similar to that now in operation on the West River.

This motor boat traffic is important inasmuch as it affords opportunities for the introduction of foreign merchandise which otherwise, by reason of the excessive freight charges, would be excluded, but its most important aspect, perhaps, is that it is a visible expression of the desire of Chinese business men in this part of the country to secure improved means of transportation. The growth of transportation is the dominant feature of the business outlook in South China, and augurs a confidence in the traders which casts a rosy light over our commercial future.

HONGKONG DAY BY DAY.

Harmston's Circus is doing well in Singapore.

The "Follies" are said to be playing to crowded houses in Japan.

H.M.S. Clio left Shanghai on the 10th instant.

Miss Eva Gauthier, the French Canadian mezzo-soprano, has arrived in Shanghai.

The official returns of the total deaths from plague in the three provinces of Manchuria, up to March 31st, number 42,750.

It was expected that the submarines would leave Singapore on Friday last. The third had arrived in the company of the Polaris.

Mr. H. P. Wilkinson, in his capacity as Crown Advocate, has filed a petition in H. B. M.'s Supreme Court for the winding up of the Shanghai Stock Ex-

U.S. naval collier Pompey left Shanghai on the 10th inst.

The opening cruise of the Shanghai Yacht Club takes place on St. George's day, April 23rd.

The Shanghai Branch of the China Association will hold its dinner on Monday, April 24th.

Mr. Bellamy Brown, editor of the "China Mail," leaves tomorrow for a holiday at home.

The aviator Vallon gave a series of flights on Sunday at Kiangwan, and to-day will fly over Shanghai.

It is reported that a quantity of opium was found on board the Zafiro on her arrival in Manila, on the trip before last.

The liner, Mongolia, carrying a commercial party of 35 gentlemen from Chicago, reached Manila on Saturday morning.

The cigar and tobacco concession at Manila hotel was awarded to Walter E. Olsen & Co., at a meeting of the directors of the company.

Mr. G. G. Wood, captain of the Volunteers, and one of Hongkong's representatives at the Coronation, left to-day for home, via the States. He is the vice-commander of the Corinthian Yacht Club.

The members and friends of the Christian Endeavour Society, Union Church, spent a most enjoyable afternoon at Stanley yesterday. More than a hundred people were present, the picnic not ending until about 8 p.m.

A special meeting of the St. George's Society was held in Shanghai and the proposal of the committee to change the date of the dinner from Sunday, April 23rd, to Tuesday April 25th, was adopted.

Sixty-six per cent. of the labourers of Japan are women, and the Government is seriously considering the advisability of restricting female labour because of its deteriorating effect on the vitality of the race.

It is reported from the North, says the "China Critic," that Russia has under consideration a scheme for creating a Colonization Bank at Harbin as a monetary organ for the prosecution of its immigration policy in the Far East.

That there would at present be no increase in the number of steamers flying the flag of the Philippines steamship company between Manila and Hongkong was the statement made in Manila on the 11th by Mr. R. Showan, manager of the company.

Command Orders have been issued inviting suggestions as to the work to be carried out by the garrison during the hot weather. Reports and sketches by section commanders should be forwarded to the Headquarters Staff Office not later than September 1.

Mr. S. G. Kennedy, one of the popular clerks of Taikoo, will leave here on Sunday next for Hongkong on well deserved promotion, says the "Shanghai Mercury" of the 11th. He will be greatly missed by a large circle of friends, but Shanghai's loss will be Hongkong's gain.

The following officers, N.C.O.s and men left the Command by R.I.M.S. "Dufferin" on 14th inst., and are struck off the strength of the Command accordingly:—13th Rajputs.—Lieut. Col. J. M. Camilleri and wife, Major G. Watling, wife and two children, Captains B. A. Corbett, B. D. Broughton, G. B. St. P. Bunbury and wife, D. McL. Slater, Lieutenants H. M. Liepman, E. W. H. Marsh, H. L. Falkland, Captain W. A. Mearns, 1 M.S., and wife, 19 Native Officers, 770 Native N.C.O.s and men, 48 public followers, 40 private followers, 1 civilian bandmaster, 8th Rajputs.—1 Man. No. 3 Coy. H.K.S.B. R.G.A.—Capt. C. L. Hickling, Lieut. F. T. White and A. O'Leary, 2 European N.C.O.s, 1 woman and 5 children, 1 Native Officer, 88 Native N.C.O.s and men, 1 woman, 4 children, and 4 followers. 105th M.L.I.—Captain A. Dalme Radcliffe, wife and child.

SUPREME COURT.

ALLEGED IMMORAL CONTRACT.

QUESTION ON THE SALE OF FURNITURE.

This morning, before Mr. Justice Hazell, at the Supreme Court, Cheong Lee and Co. was sued by Mrs. G. Monti, to recover \$998.90 for the value of furniture had and received, or the return of the same.

Mr. Otto Kong Sing, solicitor, appeared for the plaintiff, and Mr. W. Blackstone Hind, of Messrs Brutton and Hett, for the defendant.

Mr. Kong Sing said that the plaintiff, who belonged to a certain class, bought some furniture of Cheong Lee, of a total value of \$1580.35 and before receiving it she paid \$300 down. She continued to pay sums from time to time, but there was no question of hiring; it was sale out and out. Early in this year, after she had paid off \$998.90, she got into difficulties with her landlord, as she could not pay her rent. She went to the defendant and asked him to buy the furniture. Cheong Lee asked her to sign a paper, and said he would sell the goods by auction and give her whatever the sale realized. Cheong Lee had the furniture, but had paid the plaintiff no money nor had he rendered any account. Plaintiff had asked him to return the goods but he had not done so.

Evidence, given by Low Muk Lee, managing director of the defendant firm, admitted the purchase of the furniture by the plaintiff, who had paid something on account. At the beginning of this year he pressed her for payment of the balance, which she had originally promised to pay within six months of the date of purchase. She offered to sell him back certain of the good furniture with a discount of 30 per cent., while the bad had to be auctioned. They took some to the defendant's shop and the rest to a store. A few of the articles he gave back to the plaintiff. The value of the goods auctioned was \$351, but they only realised \$112 on sale. After dealing with the various items of furniture and the method of their disposal, witness deposed that \$120 were still due to his firm.

The defending advocate before calling evidence had submitted that the contract of sale was void on the ground that, owing to the calling of the plaintiff, it contained therein an immoral consideration, considering the use to which the furniture was put. After evidence had been called, Mr. Hind quoted authorities for his contention and further urged that whether the defendant knew or not of the uses to which the furniture was to be put, the contract was still void. He further pointed out that the plaintiff had allowed the goods to be taken away. In conclusion he submitted that as both parties spoke bad English, it was quite possible that the action arose out of a misunderstanding. If she had returned the goods to be sold, why he asked had she not asked for an account? The defendants were even now entitled to sell the goods and to pay themselves out of the proceeds.

Mr. Kong Sing submitted that the defendant should have sold the goods immediately upon receipt, not keep some of them as he had done, even up to the present time. The goods supplied were worth \$1,000 of which she had paid \$1,000. Cheong Lee sent to the auction sale over \$300 worth and had got \$120 for them. He had still about \$1,300 dollars worth and admitted that he had \$900 worth of goods in his store, out of which he had received \$1,000 from the plaintiff. She was entitled, he submitted, to the full amount which she paid, less a small sum for depreciation. On the face of it Cheong Lee, holding the furniture as he did, owed the plaintiff \$1,000, which she had paid, less of course 30 per cent. for depreciation. On the question of law raised by the defendant's solicitor, he submitted that an unfortunate was not precluded from buying. The goods were here and when she had paid the \$300 the property had passed. Of course Cheong Lee could not have claimed the balance owing, nor could she recover the money which she had paid.

His Lordship reserved judgment.

CRIMINAL SESSIONS' CAUSE LIST.

The cases in the list for hearing at the Criminal Sessions which commence on April 24th are as follows:—Ip King Ting and Lai Man, seditious offences; Li Huk, Wing Hin and Pang Wa Hin, armed robbery; Lau Ching Chi, perjury; Law Cheong, Bankruptcy Order; 7 of 1891, section 82; Chau Hang; (1) obtaining a registered letter by fraud, (2) forging with intent to defraud; Leung Shun, unnatural offence; Ng Ngau, murder; A Tak and Chu Kung Shan, demanding money with menaces; Kwong Hing, Li Chiu and Cheung Ching, seditious offences.

AMERICAN NEWS.

[Via Manila.]

Washington, April 11.—President Taft has given his approval to the act of the Philippine legislature amending the homestead law and specifying the officials who shall receive final proof.

Washington, April 11.—A number of Americans are held prisoners at Alamos by Mexican robbers and the State department is taking vigorous steps to obtain their release. Secretary Knox has made a demand for their release and insists upon early answer and action.

Washington, April 11.—President Taft promised Senate and House leaders to-day that in the event of Canadian reciprocity passing Congress at the special session he will not prorogue the session if the members wish to deliberate upon other legislative matters.

Washington, April 10.—Disturbed conditions in northern Mexico have shortened the food supply, and many of the people face famine. Dispatches from Aguaprieta say that many residents in that vicinity are already in want with no prospect of immediate relief. Conditions in other districts are also reported as bad, and it is predicted that all northern Mexico must suffer unless extensive measures of relief are undertaken.

Washington, April 10.—Jackson Ralston and Irving Winslow of the Boston Anti-imperialist League have renewed their attacks on Dean C. Worcester, secretary of the interior of the Philippine government. They are writing bitter letters against him in New England newspapers, asserting that his usefulness is ended.

OUTRAGE ON BRITISH SUBJECTS.

The attention of H. B. M.'s Consular Court has been directed during the past two days to a case, the like of which is fortunately seldom encountered in Hankow, says the "Daily News" of that port. Two British subjects, albeit Indians, have at the instance of a foreigner been incarcerated in a filthy Chinese gaol to undergo the pangs of starvation for a period of eight days. Yesterday these two men presented themselves at the Court to receive judgment on a case of assault, which is clearly set forth in another column. Their appearance, described by the Judge, had but slightly altered; they showed every sign of having passed through a period of intense suffering to which the almost barbaric thoughtlessness of this foreigner, a Mr. Giesen, had brought them.

With absolute disregard of the law, this man encompassed the arrest of the two Indians, and having bound their hands, turned them over to the tender mercies of the Hsia Kuo Ting, and apparently thereand then dropped the matter from his mind.

The manner in which a Chinese prison is conducted is notorious, and had it not been for some friends of the unfortunate prisoners informing H.M.'s Consul-General of the occurrence, the fate of the incarcerated might have been infinitely more deplorable. As it is they have suffered exceedingly, and we trust that their discharges, given in the judgment, will be supplemented by damages from the pocket of the author of this gross outrage.

The Chinese Engineering and Mining Company, Limited, informs us that the total output of the Company's three mines for the week ending 1st April amounted to 28,594.89 tons, and the sales during the period to 24,518.51 tons.

INDIAN NEWS.

Calcutta, March 23.—The Police have arrested four Europeans, named Arnold, Gray, Wilson and Brown, on a charge of issuing bogus cheques on Messrs. Thomas Cook and Son and clearing various shop-keepers, in Calcutta. The first three named were arrested some time ago on a similar charge, but released for want of evidence. Later, Inspector Jennings was deputed to enquire into the case and he arrested the fourth man, and it is alleged, has traced several of the bogus cheques. The accused are detained in custody pending further enquiries.

Rangoon, March 14.—The steamer "Zaminia" is reported aground near the Athana wreck buoy yesterday evening, while she was leaving for the Coromandel Coast. The steamer is said to have fouled her propeller and lost two anchors and was compelled to lay in the Pegu river. No details are yet to hand.

Bangalore, March, 20.—Mr. Richards, J.P., to-day passed judgment in the defamation case of Mr. Vaz, an advocate of the local Bar, against Mr. G. Jeremiah, proprietor of the "Army and Civil News," sentencing him to a fine of Rs. 300 and a fortnight's time to pay up or a month's simple imprisonment. The charge was that, in the course of a published report of a certain civil suit, Jeremiah used a remark as if it had been made by the Judge during the judicial proceeding to the effect that the complainant, as an advocate in the case, had conspired with his client to deprive the plaintiff of his rent. His Worship characterised the defendant's apology as a venomous sneer, and found him guilty and ordered the fine to be awarded to the complainant.

Poona, March 21.—After an absence of close on three years, plague appears to be once again threatening Poona City. Four indigenous cases have been reported during the past few days and the Municipality have appointed a special Plague Committee to take measures to deal with the disease.

Rangoon, March 23.—The Burma Chamber of Commerce has been addressed by the London Chamber of Commerce in respect of the action taken by the Congress Organisation Committee, in giving effect to the resolution adopted at the last seventh Congress of Chambers of Commerce of the Empire. The latter asked for names and addresses of any members of the Chamber who might be in London at the time of the Coronation. The document went on to say that it was proposed to establish a British Imperial Council of Commerce with the main object of establishing a permanent and continuous link between various parts of the Empire and of promoting the common commercial interests. The Burma Chamber resolved to thank the London Chamber for the report submitted. Messrs. A. W. Binning and U. R. Finlay were asked to represent the Chamber at the Coronation. The London Chamber is to be informed that the Committee would be pleased to hear in due course what steps are being taken towards the establishment of the British Imperial Council of Commerce and then would be considered the question of participating in the scheme.

Lahore, March 23.—Sir Colvin Scott Moncrieff, who has been making a prolonged tour in India, this cold weather, has just paid a visit to Lahore. Sir Colvin's tour is quite unofficial, his main object being to see what has been done towards carrying out the recommendations of the Commission presided over by him. He arrived in the Punjab last month and Jinnah was for some time on tour in the Western Canal, subsequently visiting Malakand, where a lull is being pierced by a tunnel 112,000 feet in length for the passage of a canal to irrigate the plains of Yusafai. Sir Colvin has now left for Rajputana.

Poona, March 18.—St. Patrick's dinner was held in the Gymkhana last night which was a glad and joyous function. There was a goodly number of guests present. The Hon'ble J. Jackson presided. The dinner was a very choice one and included roasted sucking pig and other rich dishes. The Chairman proposed the King-Emperor and the pious memory of St. Patrick, which was drunk in solemn silence. In his toast of Ireland the Chairman referred to the

Irish soldier and the Irishman all over the world in a glowing speech full of quotations and happy phrases. Colonel G. S. Thompson in a speech alternately humorous and sentimental proposed the Collectors of Ireland and Major A. T. Kirkwood replied in an equally humorous speech. Congratulatory telegrams were sent and received from Calcutta, from the Royal Dublin Fusiliers at Calcutta and a letter from General Barter, Commanding the Brigade, regretting his absence. The table, which was decorated by Mrs. Jackson, had a large Irish harp in the centre, was green and white, and one of the prettiest ever seen here. The guests wore bunches of Shamrock in their buttonholes which were dipped according to due and ancient custom and resumed. The band of the Baluchis played Irish music throughout the evening.

WHY ARE WE IN INDIA? BISHOP OF BOMBAY'S ADDRESS.

The Right Reverend Dr. E. J. Palmer, Bishop of Bombay, delivered an address on "Why are we in India," in the Hall of the Y.M.C.A., Bombay.

The Lord Bishop in the course of his address said the large majority of the Englishmen in India if asked to say, Why they were in India, would answer in a very clear and natural manner, namely, that they were here because they were born here. It was not to these that he addressed his remarks that evening. He wished to address those who had come here from England, Scotland, Ireland or America. Many of them had come to India because their profession had brought them here. Now the selection of a profession for one's career was one of the most important things in the world. They should not choose those professions in which one could not do any right and in which it was practically impossible to be honest. Book-making was one of those professions which did not confer any benefit upon the community. It was a very difficult thing to decide what profession was good and what was not. But two tests might be suggested by which it could be known whether or not a particular profession was good. If in spite of all mistakes and discouragements, one was conscious of good work done and progress made and if he felt a certain freedom of action so that he could rejoice in it, then it could be said that one had chosen the right profession for oneself. They must choose a profession not only to earn money, which was not a wrong thing to do, but also to set an example of life and conduct to a heathen people. There were a number of ways in which they could set an example to the people of India. They touched the country through their subordinates, through those with whom they came in contact in the course of business, and through people travelling in railway trains. It was a tremendous responsibility placed upon them of representing England in India. They were thrown into India to show people of this country the high ideal of life; and the man who failed to do it, who failed to tell the truth here, did an incalculable harm to his race, to his religion and to his country, because the Indians had learnt to expect them to tell the truth, and to expect from them integrity and justice.

Another important thing was the necessity of obtaining a real command of the language of this country. England had conferred many benefits upon India. The first was impartial justice, the second was a sense of efficiency and the third was unity among the different races of the country. Education was however a thing in which they had proved the least successful. This was so partly because they had observed neutrality about religion and had given a secular curriculum. The lecturer concluded saying that they were in India to give the light of the gospel to India.

The chairman of a leading bank said the other day, in referring to Siam, that forecasts for rice harvests should not be taken too seriously in places where official figures are not supplied. Unfortunately the official reports with regard to the rice harvest in Siam may be summarised as indicating that the crop was being brought to market in the whole district a poor one.

WEDDING AT ST. JOHN'S CATHEDRAL.

The wedding took place to-day at St. John's Cathedral of the Rev. Mr. Thornhill and Miss Sinclair.

A very large gathering was present. The Bishop of Victoria officiated and was assisted by the Rev. F. T. Johnson. The service was fully choral.

The bride was given away by Colonel W. G. A. Bodford, P.M.O., and looked charming in her wedding gown of white satin. The best man was the Rev. Mr. Hughes, of H.M.S. Tamar.

Mr. Donnan-Fuller presided at the organ, and played the following pieces: Prelude, Chanson d'Amour, Rachmaninoff's Mazurka, Anthem, Send Out Thy Light, (Gounod), and Mendelssohn's Wedding March.

GOVERNMENT HOUSE.

This morning Rear Admiral Hubbard, Commander-in-Chief, United States Asiatic Fleet, landed officially at Blake Pier at 10.30 a.m. and was received by a Guard of Honour of the K.O.Y.L.L. and a salute from the shore battery. Captain Taylor, A.D.C., met His Excellency at the landing place and escorted him to Government House, where he was received by H.E. the Governor.

Later in the morning H.E. the Governor returned the Admiral's call on board the Flagship U.S.S. "Saratoga."

H.E. the Governor gives an official dinner at Government House to-night, in honour of Admiral Hubbard, the guests including:—Mr. Laekoy, Mr. Milne, Mr. Evans, Dr. Wilson, Mr. DuBois, Commander Jayne, Commander Williams, Commander Miller, Commander Edgar, Mr. Cato, Mr. and Mrs. Anderson, Mr. Carleton, Mr. and Mrs. Walker, Mr. and Mrs. Dowley, Commodore and Mrs. Eyres, Captain Hunt, Mr. and Mrs. Stainer, Major and Mrs. Ralph, Major and Mrs. Pyne, Colonel Rowlandson, Major and Mrs. Hancock, Mr. and Mrs. Miss Faber, Misses Cusi and Medley.

We are desired to state that on the occasion of Lady Lugard's weekly At Home on Friday next Mr. Timmerscheidt, accompanied by Mr. Danenberg, has kindly consented to play the whole of the Cesarfrank Sonata and Mr. Donnan-Fuller also has kindly promised to play.

RECALCITRANT CUSTOMS EMPLOYEES.

[THE "TRUTH" CORRESPONDENT]

Canton, April 17. As I reported on the 15th inst., Mr. Chan Wai Po, a member of the Self-Government Society, laid a personal complaint before the Customs against a certain foreign employee who is alleged to have ill-treated and insulted him on board a steamer bound for Hongkong, two eye-witnesses being present.

The foreigner declared that he had been duped by the Chinese employees into committing this hasty act.

The Customs Commissioner asked the complainant whether he would be justified in ordering the instant dismissal of the Chinese employees responsible for this offence, and the complainant replied that the decision rested with the Customs officials, but added that there had been many cases of a similar nature for which the Customs employees were responsible. In this case, both the foreign and native employees ought to be punished to serve as an example for others. The complainant asked the Commissioner whether it would be possible to have numbers placed on their uniforms, so that they could be easily identified by the passengers in the event of future trouble. The Commissioner at once acted upon the suggestion.

Congress has granted the state department's request that China be permitted to educate two of its young men at West Point, China offering to bear the expense entailed.

The prompt ratification in Washington and Tokio of the new treaty of commerce and navigation between the United States and Japan has immediately strengthened the amicable relations of the two powers—"New York Mail."

ADMIRAL HUBBARD.

OFFICIAL RECEPTION AT BLAKE PIER.

Admiral Hubbard, of the U.S.S. Saratoga, called on His Excellency the Governor this morning. A full company of the K.O.Y.L.L. with Colours and Band, received the Admiral at Blake Pier. Captain Mitchell Taylor represented the Governor.

After inspecting the Guard of Honour, Admiral Hubbard, attended by Captain Taylor, was escorted by the company of the K.O.Y.L.L. with Colours flying, Band playing, and fixed bayonets, to Government House.

LOG BOOK.

STEEL SHIPS' BOATS.

At the inquiry into the loss of the "Waratah," says "The Mariner," some evidence given raises once again the general question of whether other methods of supervision and inspection of ships' lifeboats by the Board of Trade should not be instituted. Clearly the boats carried by any ship are vital to the safety of her passengers, and too much attention cannot be devoted to them. After the Mohegan disaster steel boats were washed ashore in seaworthy condition and saved many lives, but the wooden boats were all broken to pieces. Still later, in the case of the fire on board the Presidente Roen, the hull of one of these seamless steel boats, although the wood-work had been completely burned out, was instrumental in saving forty-eight lives, while the wooden boats on board the same vessel were all burnt up. Here, at all events, is a clear indication of the elimination of one peril of the sea by the use of such boats.

We hear from Newchwang that the steamers in that port are experiencing anything but a pleasant time on the Liue river, owing to the drift ice that is carried up and down by the tide. It is stated that so far fourteen vessels have each lost an anchor with several fathoms of chain.

We deeply regret to announce the death of Captain Vilhelm Peter Krabbe Guldberg which occurred at Home, says Bangkok paper. The news was telegraphed out to the East Asiatic Co.'s Bangkok office. It is presumed here that Captain Guldberg died in Copenhagen. His death removes another of the rapidly dwindling number of foreigners who retired from Government service under the late King. Capt. Guldberg, as far as the Danish Consulate records show, first arrived in Bangkok in 1882 when he was in command of the Siamese brig Foochow. For four years he retained this position, and in 1886 went home to Denmark. On his return he was captain of the old Scottish Orient boat Hongkong. In the early nineties he was at Home for a second time, and came East again in 1892 to join the Siamese Navy, becoming Commander of the Makut Rajkumar. In the mad-dled fighting at Paknam in 1893, Captain Guldberg had a narrow escape of losing his life. He was in the act of signalling to the engine room from the bridge when a shot from one of the French vessels wrecked the telegraph. The Makut was, according to a contemporary account, "well fought. Captain Guldberg was compelled to fire his guns with his own hands as well as steer his vessel."

A Chinese sailor fell down the deep tank of the Indo-China steamer Esang and was seriously injured. After being medically attended he was removed to the hospital.

The Blue Funnel steamer Bellerophon, which left Yokohama for Puget Sound on February 4, grounded at her moorings in Seattle harbour on March 21, but was refloated again without sustaining any damage.

The English mail of the 18th March was delivered in London on the 15th inst.

Crown Land lot No. 1878, 15,207 square feet, adjoining inland lot 1714, Bonham Road, was put up for sale by public auction this afternoon at the Public Works Department. Messrs. A. P. Samy and Loung Kiu purchased the land for \$3,061. The upset price was \$3,041.

THE CHINESE QUESTION IN SIAM.

It has been increasingly evident to those who have the future of Siam at heart that the present contains all the elements, in some form or other, of a Chinese question; and that, sooner or later, it is a problem that must be resolutely faced.

The view that seeks to know the exact form the problem may take may well hold the boldest in check. It is pre-eminently a question that is instinctively felt rather than one capable of exact definition and limitation. The comparatively recent Chinese strike only gives further ground for fears in themselves at once vague and indefinite. Concerted action to paralyze official activity and weaken the very sinews of social life has no sweeter savour because denominated a "strike" rather than sedition. No word perhaps has been the cause of more heart-burning than this word "sedition." Honest, if ignorant and forcible, expression of strong partisanship, if lead literally construed, may well come within the verbal legal definition of sedition; and yet judicial impartiality may at the same time hesitate to convict. This much, however, must be fairly admitted. The cause of all sedition is incompatibility of temper between the governed and those who govern; its culminating point is the outward expression of discontent on the part of the former and repression on the part of the latter. All history—and Great Britain, for one country, has not the less cause to recognize it—is consistent and strong to show how impossible it is to stamp out by legislation any widespread determined fanaticism, whether such fanaticism be animated by noble or ignoble, reasonable or unreasonable, motives. Thus it is that analysis is driven deeper and a real issue introduced. And thus, too, it is necessary to attempt to arrive at the approximately true position held by the Chinese under Siamese sway.

But before entering on this enquiry, one position at least must be accepted and made clear. No Chinese susceptibilities, fanaticism, or "squeamishness" (call it what one may) can for one moment be allowed to interfere with or limit the true and sound national aspirations held by the Siamese.

So much at any rate must be bedrock principle, dogmatic and unarguable. Any other starting point, or rather the absence of such a starting point, renders the whole question meaningless, unthinkable and unintelligible. What, then, are the causes at work that may at no distant date bring about a Chinese Question? Certainly they can be said to be neither religious nor social.

Perhaps there is no country in the world whose dynasty has a cleaner record in regard to the crime and innate littleness of religious intolerance. Religious differences may have, indeed, humanly speaking, must necessarily have—introduced a certain lack of sympathy, but certainly not cruelty or disability.

Neither can responsibility be fully attached to causes that may be termed 'social.' His late Majesty King Chulalongkorn publicly gave utterance to the sentiment that the Siamese did not count the Chinese community as strangers in the land. In this connection, especially, how true this is, all must admit. It is not merely in the lesser amenities of social life, but in the wider and more vital sphere of all that adds meaning to life, that the Chinese have the opportunity of making the country their second home. If a somewhat unparliamentary phrase may be allowed, it is "all up to" the Chinese himself. His progress in life, his position, is circle in which he shall move, are practically speaking dependent upon his own character, abilities, and attainments.

Certainly his nationality as such constitutes no barrier and excites no contempt.

Can it be said, then, that the elements of a Chinese Question for Siam are contained in causes political? The view contended for here is that the political situation obtaining in Siam gives no ground or colour to such a contention. Everything seems to insist upon the question above propounded being answered in the negative. The crowds of Chinese who flock to this country

come from a desert to a land flowing with milk and honey, as it were. There can be little or nothing wrong in the politics of a country in which no honest and industrious Chinaman need for one moment lack the necessities of life, and where in a short space of time he may attain its luxuries. No immigrant Chinaman need suffer indignity at Siam's hands; very soon he may obtain its honours.

Having said so much it might seem that the case for a Chinese Question is given away. But it is not so. The view contended for is that it is in the absence of a definite and sympathetic administrative policy of breaking in upon Chinese exclusiveness, coupled with action of wire-pullers in China, there lies a real menace. In truth, in the centre of the capital city, there is a nation within a nation, living its own life, speaking its own language, following its own customs, quite heedless of and by necessary consequence unsympathetic to the steady progressive ideas and actions of the Siamese themselves. On the other hand, all the world knows that China is stirring, and in the process an amazing medley of new ideas, aspirations and ambitions are being brought to the surface. To say that such a state of society will produce adventures and wire-pullers who will cast their eyes across their own borders to the tens of thousands of their fellow-countrymen is only to say what all will admit. The vibrations of the political wire will respond in exact proportion to the intelligence and ignorance at its opposite ends. Unfortunately, the overwhelming majority of Chinese immigrants to this country are amazingly ignorant and almost totally uneducated. Add exclusiveness to ignorance and the problem lies in a nutshell. The reasons for this state of affairs, as far as they more immediately affect Siam, are not far to seek. It has often been remarked to the present writer by educated Siamese that the comparatively small population of Siam is of much benefit in that it softens competition and eases the burden of existence. At the same time it is well to recognize that if paucity of population brings advantages in its van, it also at the same time entails disadvantages that infinitely outweigh the former. It is easy to see that if the indigenous population were increased to the pitch that would involve a real competition, the whole of the labour market, both skilled and unskilled, would no longer be the practical monopoly of the Chinese. A strong infusion of Siamese artisans and labourers working side by side with the Chinese would go far to break up this Chinese exclusiveness which is a real danger. A single comparison of town and country life in Siam will illustrate the point. No one suggests that there is any element of danger from the Chinese immigrants who settle in the provinces and devote themselves to agricultural pursuits. The reason is plain. There is no exclusiveness about the up-country agricultural Chinese peasant. It cannot flourish; it would mean his ruin. He is brought into competition with the Siamese peasant. He soon learns the language and comes into touch with Siamese sentiment. Very quickly he realises that to him Siam is an 'alma mater' and no stern 'step-mother.' He becomes as immune from sudden panic as the Siamese themselves—no more and no less. How different all this is in Bangkok there is no need to say. Is there any new legislation which may affect him in his person and pocket? The wildest rumours are afloat. Is there any new step in administration to be taken? His imagination, undisciplined and uncontrolled by education, is easily inflamed. No lie is too glaring, no motive too gross for him to believe and accept if only endorsed by those of his countrymen upon whom he is accustomed to look as his superiors.

Living, as we have already pointed out, almost entirely among his own countrymen, he has no leaven of things Siamese. There is no official or authentic organ in the only language he knows to which he may look to allay his unfounded fears and suspicions. No one can pretend that these things ought to be so. It is not intended here, to elaborate remedies but merely to suggest what the evils themselves suggest.

An energetic and wise policy to break down and roll away this exclusiveness on the part of the Chinese community would go far to roll away the Chinese question itself. Real efforts could be made to stimulate the growth of a Siamese working class which would act as a counterpoise to the Chinese who now hold a monopoly of the labour market. Steps too could be taken to bring about a diffusion of the ideas eventually finding expression in legislation and as administrative acts, which would have some stamp of authenticity. Lastly, a world of progress might be accomplished by the encouragement and spread of education among the members of a nation that has from time immemorial revered learning. It is no doubt an evil thing for any Government that a large part of its population should be alien in its sympathies; it is a still more evil thing when that state of affairs is allowed to take root and bear fruit from causes that are largely, if not wholly, removable.—Bangkok Times.

POLICE COURT.

After the s.s. Benavon had left Port Swettenham, last Saturday week, and when between Singapore and the former port, two firemen came to blows. One nian picked up a pair of scissors and attacked the other with it. One received a stab on his left breast, and another on his hip. The offender was arrested yesterday when the ship arrived in port.

He was charged this morning before Mr. E. R. Hallifax with cutting and wounding, but his Worship discharged the defendant, saying it was a case for the Singapore Police.

A Chinese got three weeks' imprisonment with hard labour for assaulting two Chinese girls in Queen's Road.

Two tree cutters were fined \$15, or one month each, for cutting trees on the Government plantation in Aberdeen.

A Chinaman was sentenced to three months' hard labour and four hours' stocks for the theft of a blanket from No. 21, D'Aguilar Street.

Leung Tsze and Sz Song were charged this afternoon before Mr. J. R. Wood with kidnapping a servant girl, 13 years of age, from the second floor of No. 48, Des Voeux Road Central. The first defendant was employed in the above house as an amah, and on the 10th inst. she took the servant girl out and said she would take her to her parents, but instead of doing so she took her to Queen's Road, to the second defendant, who took her to 57, Third Street. She was detained in this latter place for three days, after which the arrest was made.

Inspector Robertson, prosecutor, Evidence was called and his Worship remanded the case.

MARINE COURT.

The two defendants, who did not appear when the case was heard, in which 10 masters of steam launches were fined for unlawfully obstructing the s.s. Catherine Apar in Victoria Harbour on the 6th inst., were charged this morning by P. C. Roadick and fined \$5 or 14 days' hard labour each. The fine, which was the same as that inflicted in respect of the others, was paid at once.

Before Marine Magistrate Commander O. W. Beckwith, R.N., P. C. L. Kennedy charged Li Man, master of the steam launch Kowloon, with unlawfully evading the regulation, for collision at sea, in Victoria Harbour on the 13th of January. Accused pleaded guilty. It appears that defendant had 2 lighters in tow which covered the sidelights of the launch. After P. C. Kennedy called attention to the error it was immediately corrected. The magistrate imposed a fine of \$5, or 14 days' hard labour. The fine was paid.

The assistant compradore of Messrs. Esabhooy and Company reports to the police that he was to have received two cases of silk from a shop in Canton. When he opened the cases he found one of them contained old bags and ashes; dipped in salt water. The value of the missing silk is \$680. It is suspected that the goods were stolen.

LEAGUE CRICKET.

R. E. AND DEPARTMENTS (SHIELD WINNERS) V. THE REST.

The above match will take place on the H.K.C.C. ground on Saturday next, commencing at 2 p.m. sharp. The following have been selected to represent the rest of the League:—Hon. Dr. J. M. Atkinson (Capt.) H. Hancock, Rev. Payne (H.K.C.C. "A") R. E. O. Bird (Civil Service) Capt. Clapham, Lt. Baguall (R.G.A.), Cpl. Dempsey (K.O.Y.L.L.) Do Roma, (Kowloon C.C.) E. L. Braga, (Craigongower C.C.) G. A. Cooke, R.N., (The Romanians) and Inspector Korr (H.K. Police).

At the conclusion of this match the shield and medals will be presented by the president, Dr. Atkinson, to the R. E. and Depts., the winners.

LATE SHIPPING NEWS.

ARRIVED.
Kleist, Ger. s.s., 8,958, O. Palmko, 18th April—Yokohama 8th April. Mail and Gen.—M. & Co.

Today's Advertisements.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK
(With liberty to call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE,"
Captain Thomas, will be despatched for the above port on or about the 18th May.

For Freight and Passage, apply to
ARNHOLD, KARBURG & Co.,
General Agents.
Hongkong, 18th April, 1911. [1004]

NOTICE.

WE have this day authorized Mr. ARCHIBALD ORR LANG to sign the name of our firm by procuration in Hongkong and China.
GIBB, LIVINGSTON & Co.
Hongkong, 18th April, 1911. [1003]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 18th April, 1911. [1002]

THE BEST SHERRIES ARE.

THE MARQUES DEL MERITO'S.



SOLE AGENTS:—
H. PRICE & CO., LTD.
12, Queen's Road Central.
HONGKONG.
Hongkong, 13th April, 1911.

Intimations

HAM.
Send for our
AUSTRALIAN
"DAIRY FARM"
BRAND HAM.
The Finest Smoked Hams
on the Market.
The Dairy Farm Co.,
Limited.

POPULAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.
Hongkong, 7th April, 1911. [84]



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ASSAYE,"
Captain G. W. Cookman, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 29th April, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Morra," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 8th June, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 18th April, 1911. [4]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 3 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"Monteagle".....Tues., April 18.....From Quebec.

"Empress of India".....Sat., April 22....."AGAN LINE".....Fri., May 26.

"Empress of Japan".....Sat., May 20....."Empress of Britain".....Fri., June 16.

"Empress of China".....Sat., June 10....."ALLAN LINE".....Fri., July 7.

"Monteagle".....Wed., June 28.....

"Empress of India".....Sat., July 1....."Empress of Britain".....Fri., July 28.

"Empress of Japan".....Sat., July 1....."Empress of Britain".....Fri., July 28.

"Empress of China".....Sat., July 1....."ALLAN LINE".....Fri., July 28.

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Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, KAMO MARU, WEDNESDAY, 26th

LONDON AND ANTIWERP, Capt. F. L. Sommer, T. 9,000, April, at Daylight

SINGAPORE, Capt. K. Homma, Tons 7,000, May, at Daylight

PENANG, OO, MISHIMA MARU, WEDNESDAY, 24th

LOMBARD AND Capt. A. E. Moses, Tons 9,000, May, at Daylight

PORT SAID.....

VICTORIA, B.C., KAMAKURA MARU, SATURDAY, 20th

& SEATTLE, Capt. B. Kon, Tons 7,000, May, from KOBE

VICTORIA, B.C., TAMBA MARU, TUESDAY, 26th

& SEATTLE, Capt. K. Noda, Tons 7,000, April, at Noon

SHANGHAI, MOJI, KOBE, AWA MARU, TUESDAY,

YOKKAICHI, Capt. Izawa, Tons 7,000, 23rd May, at 4 P.M.

& YOKOHAMA.....

SYDNEY & MELB., KUMANO MARU, FRIDAY,

BOURNE, via Capt. M. Winckler, Tons 6,000, 12th May, at Noon

MANILA, THURSDAY, 18th May, at Noon

ISLAND, YAWATA MARU, FRIDAY,

TOWNSVILLE, Capt. J. Nagao, Tons 5,000, 9th June, at Noon

BRISBANE.....

SHANGHAI, TOGA MARU, WEDNESDAY,

MOJI & KOBE, Capt. H. Nomura, Tons 6,000, 26th April

NAGASAKI, KOBE and YOKO, YAWATA MARU, WEDNESDAY,

HAMA, Capt. J. Nagao, Tons 5,000, 10th May, at Noon

KOBAYASHI, KAGA MARU, THURSDAY,

HAMA, Capt. M. Hagino, Tons 7,000, 27th April, at 11 A.M.

BOMBAY, &c., BOMBAY MARU, TUESDAY,

Capt. J. Teranaka, Tons 5,000, 18th April

Fitted with new system of wireless telegraphy

* Carries deck passengers. Calling at Koolung and Shimizu.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

RATES OF PASSAGE

Steamers. Tons Leave Hongkong

Kamo Maru...9,000 26th April

Aki...7,000 10th May

Mishima...9,000 24th "

To London, per New Steamer

1st class Single...Y550

Return...825

2nd class Single...800

Return...640

Old Str. 1st class Single 500

Return 750

2nd class Single 340

Return 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

RATES OF PASSAGE.

Steamers Tons Leave Hongkong

Tamba Maru...7,000 26th April

Awa...7,000 23rd May

Inaba...7,000 20th June

To Pacific Coast Common Points

1st class Single...£30

2nd...£21

To London via New York

1st class Single...£60

via St. Lawrence

1st class Single...£69

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to

T. KUSUMOTO,

Manager. [5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.

HAIPHONG....."SUNGKIANG".....18th April, M'night.

SHANGHAI....."LINAN".....20th.....4 P.M.

SHANGHAI....."CHINHUA".....22nd.....M'night.

TIENTSIN....."HUOHOW".....25th.....D'night.

MANILA, CEBU & ILOILO....."TAMING".....25th.....4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Ton" and "Taming,"

saloon accommodation amidships; electric fans fitted; extra staterooms on deck, aft; saloon accommodation of S.S. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW

STEAMERS (Anhui, Chienan, Linan, Chinkua)—with excellent passenger

accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday

and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the

Sunday morning sailings. A Company's launch leaves Murray Pier at ten

o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience

of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 26. Agents.

Hongkong, 18th April, 1911. [5]

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Con-

tinental British Ports, also Trieste, Lisbon, Oporto, Marseilles,

Genoa, and other Mediterranean Levantine, Black Baltic

Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. Bayern.....20th April

"Freinfeld".....6th May

"Scandia".....18th May

"Slavonia".....4th June

"Segovia".....15th June

"Silesia".....1st July

"C. Ford".....28th July

For Further Particulars, apply to

HOMEWARD.

For Havre, Rotterdam & Hamburg:

S.S. Rheinfels.....20th April

For Marseilles, Havre & Hamburg:

S.S. Senegambia.....26th April

For Rotterdam, Hamburg & Antwerp:

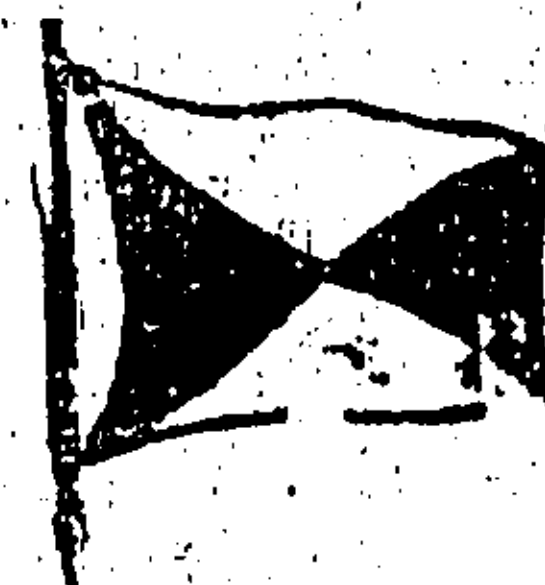
S.S. Belgravia.....10th May

For Havre, Bremen & Hamburg:

S.S. Suevia.....10th May

Hamburg-Amerika Linie,

Hongkong Office. [956]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship. Tons. Captain. For. Sailing Date.

RUBI.....4000 S. Crosby...MANILA, THURSDAY,

ZAFIRO.....4000 M. C. Smith...CEBU & ILOILO, 20th Apr., 4 P.M.

CEBU & ILOILO, SATURDAY,

20th Apr., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 11th April, 1911. [14]

DOUGLAS STEAMSHIP CO. LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having

splendid Accommodation for First-Class Passengers. Electric Light. Excellent

Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING.

Hailan...Capt. A. E. Hodgins...FRIDAY, 21st April, at 11 A.M.

Hailan...Capt. J. S. Rosch...TUESDAY, 25th April, at 11 A.M.

FOR AMOY AND FOOSHOW.

Hailan...Capt. W. C. Passmore...WEDNESDAY, 19th April, at Daylight.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Hailan...Capt. J. W. Evans...WEDNESDAY, 19th April, at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf

near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

[57]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MY MOST EXCITING EXPERIENCE.

ADMIT ON THE ICE.

Though I had left the sea some years before the event I am about to narrate took place, it occurred on the old familiar element and many of your readers on the coast will doubtless remember it.

I was a passenger, together with a lieutenant of the Royal Engineers, on the steamer Kwangchi for Chingwangtao in the winter of 1900, when we got blocked by ice at a distance, as it appeared to us, of about five miles from the shore.

Away across the rugged ice floes lay the land, with villages here and there standing out like islands in a sea of white, close but inaccessible. The passengers sat in the smoke-room and cursed; the captain shut himself up in the chart-room and cursed; the Chinese crew wrapped their wadded clothing tighter round them and cursed also. Even cursing gets monotonous after a time and at midday, as there seemed no prospect of further progress being made for a time at any rate, I suggested a walk on the ice. Encouraged by the progress we made, I conceived the idea of walking ashore and was joined in this project by the army man who was anxious to report himself for duty in time to qualify for a China war medal.

"We'll send out coolies to carry our luggage ashore," we told the captain, confidently, as we slipped over the side.

We hitched ourselves together with a rope we had provided and started on our journey. Our impression on starting was that the shore was five miles away, but when, after innumerable falls, we had covered that distance, we found ourselves on the edge of a broad channel of water, and on the other side stretched another five miles of broken ice and beyond that the shore. We had failed and there was nothing for it but to return to the ship. Away in the distance, over the hillocks of ice, were the black spars of a ship, but as we drew nearer we made these out to be the fighting tops of a man-of-war. Our own ship had gone and we could just make her out some distance away standing in for a channel that promised some chance of making the port. The sun had gone and the wind was working round to the northward prosaging the breaking up of the floes. In desperation we signalled to her from our position on the ice, but she did not see us and long before we could get nearer she had gone. Turning, we made another attempt to reach the shore but had not gone far when with a crash the ice opened and through I went. Fortunately the rope enabled my companion to pull me out again, but the ducking did not help to restore my spirits and, with my clothing freezing, we staggered on toward Rocky Point that could be just made out in the distance. Two biscuits and a mouthful of brandy was all the refreshments we had on leaving, for the brandy flask my companion carried had been leaking unobserved, and this was now all gone. Before we had covered another mile my companion had gone through the ice up to his armpits and it was some time before I could pull him out of the freezing water. When I did succeed, the struggle had so exhausted us both that we lay down side by side on the ice and slept.

It must have been near midnight when we woke up again, and on we floundered till we found it useless to proceed without daylight, so we took it in turns to rest, one watching and waking the other when the ice had chilled him through and he was in danger of drifting into that sleep from which there is no waking.

With the first glimmer of dawn we were up again, weak and weary, but struggling on toward Rocky Point that stood out clearly in the morning light, but as the morning lengthened it seemed as far away as ever. Somewhere about noon we came to the edge of the clear water channel once more. Fifty yards of clear blue water and beyond that the beach of Rocky Point. We stood on the edge talking in a hopeless sort of way of our chances of getting over it, when down the channel came two or three small ice floes. Gradually the floes

grew bigger and there seemed some chance of getting on one and drifting across with the help of such paddling as we could do with our hands. We were still trying to decide what we should do when down the channel came a long narrow strip of ice, floating lengthways with one point nearly touching the bank on which we stood. We stood watching the long, narrow floating island of ice as it gradually drifted down the broad stream when suddenly it seemed to slow down and one end swung slowly toward us. Then came a jer as the point jammed in the ice at our feet and the other end swung round until it rested against the ice on the other side. The huge floe had got across the channel and was forming a natural bridge at our very feet. We saw it could not last long, for smaller floes were drifting down on it and already it was cracking and groaning ominously at the ends where it lay jammed in the ice-fields. In an instant we had leapt on to the floe and were running for all we were worth, and just a moment before it had swung clear again, we had landed on the opposite side and were safe. In a little while we were at Rocky Point, 25 hours after we had left the ship, and had made our way to the nearest military station, a detachment of the Fourth Punjab Infantry.

The Kwangchi, we learned, had got clear soon after we left and had managed to thread her way through a channel of open water which she had discovered in the ice to Chingwangtao where, finding we had not arrived, and seeing the ice had commenced to break up, we were given up as lost and our effects landed at the Engineering Company's offices.

A day or two in hospital put me right, though my companion was not so fortunate, having suffered severely from frost bites, but neither of us was likely to forget that night spent on the drift ice in the Gulf of Pechili exposed to the full fury of the North China winter gales. "Leading Light."

CURING BY CHARMS.

REMARKABLE CREDULITY REVEALED BY MEMBERS OF THE REICHSTAG.

During the discussion of the new law for the control of charlatans and other quacks in the committee of the Reichstag, several deputies displayed an extraordinary degree of credulity, and even superstition.

A conservative member, who is a farmer, declared that he himself had seen numerous cases of animals being healed by incantations or charms. He added that the reciter sometimes turned sick whilst incanting.

A clerical representative said that numerous cases of remarkable cures to which the Act would be applicable lay on the border line between facts and superstition especially at the pilgrimage resorts.

An official representative of the Government declared all this talk of charms and phrases about sympathetic suggestion and so on were the most quackery, and really a kind of modern witchcraft. It was a fact that many young girls were preyed upon by self-styled professors of faith-cure and magnetism, and there was actually in Germany a large establishment for teaching girls faith-healing.

In answer to Conservative interruptions the Government specialist had to insist that there was no such thing as animal magnetism. As for all these "mystic processes" the Government asserted that they were all directly fraudulent. He quoted instances of supposed cures for cancer for which the unhappy victim had paid as much as £300.

Unconvinced by these assertions, the representative of the Economic Union declared that his own daughter was cured by a quack at Essen when all the doctors had given up.

Finally, the committee adopted resolutions recommending the Reichstag to forbid professional treatment of sick persons by faith-cure, charms, spiritism, and so on, though it refused to extend this prohibition to treatment by "magnetism."

ENTERTAINMENTS.

THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

TO NIGHT! TO-NIGHT!

CINEMATOGRAPH VAUDEVILLE

6 Brilliant Moving Pictures 6

MISS VERA FERRACE.

MISS GRACE VYVEENE.

787]

Lectos and Manager: R. H. STEPHENSON

CAPSTAN MIXTURE

MEDIUM

&
FULL

In 1/4 lb.

Air Tight
Tins

W. D. & H. O. WILLS.



TRADE

MARK

THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

981]

CLARK & CO.

Scientific

Opticians

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

For Sight Seeing on an Up-to-date

MOTOR,

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS AND IRON FOUNDERIES, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.GRAVING DOCK
78 ft. by 88 ft. by 8 ft. 6 in.
Pumps empty Dock in
2 1/2 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

the Works Raising up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

THE "EMPIRE" CINEMATOGRAPH Theatre.

Des Vaux Road Central, opposite
Central Market.That the LIFE AND PASSION
OF CHRIST
will be exhibited on
Matinees
at

Saturday 8th and Sunday 9th.

The Grand Film Highly
Interesting
THE DAILY LIFE OF AN
HUMAN APE
on board of the
S.S. "WASHINGTON."

Hongkong, 7th April, 1911. [352]

VICTORIA SKATING RINK.

On SUNDAY, 9th April, 1911,
5 p.m.

A GRAND FESTIVAL.

Prices as usual.

Hongkong, 7th April, 1911. [380]

STEAM LAUNDRY CO.

YAUMATEI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only
Laundry in the Colony under
European Supervision.Filtered Water. Regular Delivery,
Flannels and underwear washed by
skilled Japanese.Monthly rates quoted. Dry cleaning
a specialty. Depot No. 4, Des Vaux Road
Arcade, Tel. K32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [981]

PHONE 482.

HONGKONG MOTOR GARAGE.

TRY OUR

New 40 H. Power
RUBY COLOUR
CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$7. per hour.

DRAGON CYCLE DEPOT,
63, Des Vaux Road Central. [49]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT,

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th Aug., 1910. [84]

Infirmary.



SEEING IS BELIEVING

And that is why the majority of the
people here believe that they can get
better fitting glasses at our place,
than anywhere else in the Colony.No charge for sight testing.
Doctors' prescriptions accurately
filled.

N. LAZARUS,

Ophthalmic Optician,
1A, D'Aguiar Street.

Hongkong, 1st April, 1911. [929]

A LING & CO.

FURNITURE AND PHOTO
SUPPLIES.DEVELOPING, PRINTING
& ENLARGING.

10, Queen's Road. [803]

PO SING
JEWELLER & SILVERSMITH
No. 1, FORTINER STREET.CANTONESE SILVER WORK
of every description done here,
Moderate Prices.Xmas and New Year Presentings
great variety and at special rates
suitable to all tastes and purses. [885]W. P. WELL,
LIMITED.

GENTS' OUTFITTERS.

EVERYTHING
FOR
GENTS'
WEAR.

ARRIVAL OF

New - -
Summer - -
Goods - -

PRICES VERY MODERATE.

28, Queen's Road.
Hongkong, 8th April, 1911. [1048]THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property,
&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1908. [41]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.
司公隆廣李CABINET-MAKERS AND ART
DECORATORS,

from Shanghai, has re-opened the

FURNITURE STORE

at

No. 59, Des Vaux Road Central,

The only Shop in Hongkong with
this name.

WHERE HIGH-CLASS

FURNITURE of every des-

cription can be made to order in any

design required.

Have been patronised by the

Hongkong Club, Hongkong Hotel,

Telegraph Co., Messrs. A. S. Watson

& Co., Firms and other leading

Establishments in the Colony, to whom

reference can be made as to the

Superior Workmanship and Materials

of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd.

write as follows:—

"We have pleasure in stating that

Mr. LI KWONG LOONG

furnished the Annex to our

Dispensary and gave us every

satisfaction."

(Sd.) A. S. WATSON & Co.

13th May, 1891.

ORDERS punctually attended to

and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 9th Aug., 1909.

Shipping-Steamer.

Regular Steamship Service
to New York.via PORT and SUEZ CANAL
(With Liberty to Call at Malabar
Coast.)

Proposed Sailings from Hongkong:

FOR NEW YORK.

S.S. "MONTROSE"... [About 4th
May.]For Freight and further Information,
apply toDODWELL & CO., LTD.,
Agents.

Hongkong, 7th April, 1911. [956]

"SHIRE" LINE OF
STEAMERS, LIMITED.FOR MARSEILLES, LONDON
& ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

Captain W. Gregory; will be de-

parted as above about 22nd inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 12th April, 1911. [1035]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SICILIA,"

FROM ANTWERP, LONDON,

MALTA, PORT SAID, SUEZ

and STRAITS.

Consignees of Cargo by the above-

named vessel are hereby informed that

their Goods are being landed and

placed at their risk in the Hongkong

and Kowloon Wharf and Godown Co.'s

Godowns at Kowloon, where each Con-

signment will be sorted out Mark by

Mark and delivery can be obtained as

the Goods are landed.

Optional Goods will be landed here

unless instructions are given to the

contrary within 6 hours.

Goods not cleared by the 15th inst.,

at 4 p.m., will be subject to rent.

No Fire Insurance will be effected

by me in any case whatever.

Damaged packages must be left in

the Godowns for examination by the

Consignees and the Company's sur-

veyors, Messrs. Goddard and Douglas,

at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within

ten days of the steamer's arrival here,

after which date they cannot be re-

cognised. No Claims will be admitted

after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 10th April, 1911. [4]

"SHIRE"
LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

THE Steamship

"MONMOUTHSHIRE,"

having arrived from the above ports,
Consignees of cargo by her are herebyinformed that all goods are being landed
at their risk into the hazardous and/orextra hazardous Godowns of the
Hongkong and Kowloon Wharf andGodown Company, Limited, whence,
and/or from the wharves, delivery may

be obtained.

Goods not cleared by the 20th inst.,
at 6 p.m., will be subject to rent.All broken, chafed and damaged
packages are to be left in the Godowns

where they will be examined on Thurs-

day, 20th inst., at 10.30 a.m. Claims

against the steamer must be presented
within 10 days of arrival, otherwisethey will not be recognized.
No Fire Insurance will be effected
by us in any case whatever.Bills of Lading will be countersigned
byJARDINE, MATHESON &
CO., LTD.,
Agents.

Hongkong, 14th April, 1911. [1056]

C. E. Warren & Co.

30 & 32, Des Vaux Road,
Central.MARBLE and GRANITE
MONUMENTS.

Cleaning & Repairs undertaken.

ARTIFICIAL WREATHS
in all sizes.

Hongkong, 11th April, 1911. [974]

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS.

PROVISIONS & COAL

MERCHANTS.

Hongkong 28th Mar., 1911. [989]

WORLD'S NEWS.

(From "N.C. Daily News.")

THE NEW YORK FIRE.

London, April 12.—Telegrams from New York state that Black and Harris, the proprietors of the premises that were reported to have been burned down on March 27, have been arrested and charged with manslaughter in the first degree, as the result of an investigation by the jury, which showed that the staircase door on the ninth floor was locked.

THE WEIGHT OF METAL.

London, April 12.—Interest has been caused in naval circles by the announcement that experiments are being made with a view to producing fifteen-inch guns. This is regarded as Great Britain's reply to the fourteen-inch guns adopted by other Powers.

FINANCIAL NEWS.

In their report, dated London, March 16, Messrs. Samuel Montagu and Co., state:—

The arrivals of bar gold were about £650,000; of this, £203,000 was reserved for India, and the bulk of the remainder will be sent into the Bank of England. A shipment of £1,011,188 has just been made from the Cape, and constitutes the largest made since January last year. The net influx during the week reaches the substantial sum of £1,444,000. The withdrawal for Paris (£100,000), is not an exchange operation. It is merely the payment of a similar amount of sovereigns advanced by the Bank of France against English bills now falling due.

It is stated, though not officially, that the severity of the plague in Manchuria has been much exaggerated, and (possibly) the recent good demand (or silver) for China is traceable to a better knowledge of the facts. It should be borne in mind that purchases for this quarter, so long as the spot supplies in Shanghai are ample, must always be regarded as exercising only a temporary influence on the price, and not as a permanent "bull" factor. The market has been fairly steady during the week, and the covering of the season's exports from China is not yet completed. The readiness with which China can turn into a seller when the need for covering exchange has evaporated, is a warning that the market cannot be regarded as based on a very secure footing.

From 1904 to 1909, the average amount coined is three quarters of the world's output, and therefore the question of coinage is obviously the dominating factor of the price. In 1902 and 1903 the average price was 24 1/16 and 24 3/16, respectively, so that the entry of the Indian Government as a buyer lifted the average yearly price roughly two pence the first, three pence the second, six pence the third, and five pence the fourth year, reverted when those purchases ceased.

The coinage figures for 1910 are not yet to hand, but it is hardly likely that the ratio of coinage to production in 1910 has risen much, for the very good reason that the Indian speculative group acquired in that year one-sixth of the world's production.

It can therefore be seen how vital are the operations of the Indian Government to the future of silver, if the surplus stocks of silver are to be absorbed and at the same time the price is to be maintained above 24 pence, the figure that looks like a fair price as governed by the present conditions of demand and supply in the marketing of this metal. The interest of the United States in the maintenance of order in Mexico is evidenced by the distribution of silver bullion exported from the latter country. In 1909 the United States received—doubtless chiefly for refining—over three-quarters, or £5,200,000 of the total exports; the share of Great Britain was one-eighth.

A shipment of £50,000 has been made from San Francisco to Hongkong.

The quotations to-day for cash and two months are 1.8 1/2, below those quoted a week ago.

King George has signed the Proclamation fixing the date of 16th Delhi Durbar for December 20th.

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/2
Do. Demand	1/9 11/16
Do. 4 months' sight	1/9 13/16
France—Bank T.T.	2.32 1/2
Germany—Bank T.T.	1.84 1/2
India T.T.	18 1/2
Do. Demand	18 1/2
Shanghai—Bank T.T.	74 1/2
Sing.—Bank T.T. per L.K. \$100	77 1/2
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	108 1/2
Buying.	
1 months' sight L/C.	1/10
6 months' sight L/C.	1/10 1/2
30 days' sight San Fco & N. York	1 1/2
1 months' sight do.	4 1/2
30 days' sight Sydney & Melb.	1/10 1/2
1 months' sight France.	2.32 1/2
6 months' sight do.	2.34 1/2
1 months' sight Germany.	1.84 1/2
Bar Silver	24 1/16
Bank of England rate	5 1/2
Sovereign	\$11.02

SHIPPING NEWS.

MAILED.
American (Mongolia) 22nd inst.
Gor. (Prinz Sigismund) 30th inst.

The C.P.R. Co.'s s.s. Empress of China left Yokohama on 16th inst., at 3 p.m., for Victoria and Vancouver, B.C.

The J.M.S.S. Co.'s s.s. Mongolia arrived at Munkhkhairhan on 15th inst., and will leave that port on 20th inst., arriving at Hongkong on 22nd inst., a.m.

ARRIVALS.

Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
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Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.
Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.	Pin Yen, Br. s.s., 1,216, Lhouren, 17th April—Saigon 18th April. Gen.—B. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Alecia, for Singapore.	Chipsaling, for Canton.
Hainan, for Swatow.	Kiang-shing, for Canton.
Chi-yuen, for Canton.	Anigo, for Hoihow.
Benavon, for Nagasaki.	Wong, for Fuchow.
Salahoolji, for Tarakan.	Haito-maru, for Dairen.
Uchiguni, for Amoy.	Bombay-maru, for Singapore.
Monteagle, for Shanghai.	Chicoma-maru, for Nagasaki.
Soshu-maru, for Swatow.	Kailong, for Manila.
Bornio, for Singapore.	Buyo-maru, for Moji.

DEPARTURES.

Alecia, for Shanghai.	Chipsaling, for Canton.
Hainan, for Swatow.	Kiang-shing, for Canton.
Chi-yuen, for Canton.	Anigo, for Hoihow.
Benavon, for Nagasaki.	Wong, for Fuchow.
Salahoolji, for Tarakan.	Haito-maru, for Dairen.
Uchiguni, for Amoy.	Bombay-maru, for Singapore.
Monteagle, for Shanghai.	Chicoma-maru, for Nagasaki.
Soshu-maru, for Swatow.	Kailong, for Manila.
Bornio, for Singapore.	Buyo-maru, for Moji.

PASSENGERS ARRIVED.

Per Phu Yen, arrived 17th April from Saigon.	Castell, Mr. and Mrs. Willson, Mr. Per Haiman, arrived 18th April from Swatow.
Anderson, Rev. J. Atkinson, R. L. L.	

Per Bornio, arrived 18th April, from Shanghai.

Murray, Lieut. M.

Per Loongang, arrived 18th April, from Manila.

Applebee, F. G.	Kohlmann, J. D.
Barlow, S. H.	Modjankin, Mr. & Mrs. & 2 children
Brenner, A. J.	McMahon, W. E.
Ficker, W. S.	McMahon, W. E.
Goyard, E.	Miller, G. B.
Hoshimi, Mrs. A.	Miller, T. M.
Jones, O. G.	Reus, J.

VESSELS IN PORT.

STAMENS.	
Asia, Br. s.s., 2,386, Harry Gaubinger, 11th April—San Francisco 16th March. Mails and Gen.—P. M. S. S. Co.	Buyo Maru, Jap. s.s., 3,282, K. Hashimoto, 4th April—Moji 30th Mar. Coal and M'dise.—T. K. K.
China, Am. s.s., 3,180, P. Viassich, 16th April—Singapore 10th April. Gen.—S. W. & Co.	Derwent, Br. s.s., 1,820, J. Jenkins, 16th April—Saigon 11th April. Gen.—Man Fat & Co.
Drufar, Nor. s.s., 1,102, A. Anonson, 17th April—Bangkok 10th April. Gen.—C. S. S. N.	Empress of India, Br. s.s., 3,032, E. Beetham, 14th April—Vancouver 22nd Mar. Mails and Gen.—C. P. R. Co.
Haiding, Br. s.s., 1,267, W. O. Passmore, 16th April—Swatow 15th April. Gen.—D. L. & Co.	Hanoi, Fr. s.s., 739, Boulter, 16th April—Haiphong via Pakhoi 14th April. Gen.—A. R. Marty.
Kumsang, Br. s.s., 2,077, W. Wheeler, 13th April—Calcutta via Penang and Singapore 7th April. Gen.—J. M. & Co.	Lycemson, Ger. s.s., 2,000, Pilgrim, 10th April—Saigon 7th April. Gen.—H. A. L.
Probus, Nor. s.s., 1,025, Jensen, 8th April—Hong Kong 4th April. Gen.—A. T. & Co.	Quinta, Ger. s.s., 900, T. Scholten, 14th April—Bangkok via Hoihow 7th April. Gen.—S. & Co.
Rubi, Br. s.s., 2,797, S. A. Crosby, 17th April—Manila 14th April. Gen.—S. T. & Co.	Saint Patrick, Br. s.s., 2,093, J. Fortay, 12th April—Shanghai 9th April. Gen.—D. & Co.
Singan, Br. s.s., 1,047, F. Jamieson, 16th April—Haiphong 14th April. Gen.—B. & S.	Sullan Van Hantel, Nor. s.s., 1,419, Langkat, 29th Mar.—Pabao Lumbao 22nd Mar.—Kerosino Oil.—A. P. & Co.
Tamita Maru, Jap. s.s., 3,802, K. Noda, 16th April—Shanghai 13th April. Cotton Yarn, Beer and Flour.—N. Y. K.	Telemachus, Br. s.s., 1,840, Fraser, 8th April—Saigon 5th April. Gen.—Wo Fat Sing & Co.
Toucer, Br. s.s., 3,094, G. W. Parkinson, 14th April—From Liverpool and Singapore, Gen.—B. & S.	Teintad, Br. s.s., 1,002, P. Baloking, 18th April—Bangkok via Hoihow 6th April. Rice and Wood.—B. & S.
Tijmahi, Dutch s.s., 4,218, J. P. Schinkel, 1st April—Moji 28th Mar. Coal.—J. O. J. L.	Wong Koi, Ger. s.s., 1,115, H. Ibeken, 16th April—Bangkok 9th April. Rice and Meat.—B. & S.

SHIPS PASSED THE CANAL.

3rd March—Danzonich, Dorflinger, Indramatla, Hitiadi Maru, Patrolos, Kleist, Persia, Shimoda, Salsien, Ville de la Clotat, Indravelli, 7th March—Aki Maru, Mennan, Slavonia, Savia, 10th March—Agamemnon, Monmouth-shire, Diomed, Nubia, Oceanic, Stentor, 14th March—Benaron, Calcedonia, China, Dacre Castle, Sicilia, Tonkai, Arendia, 17th March—Jason, Prinz Eitel Friedrich, Lotian, Miyasaki Maru, Prinz Ludwig, 21st March—Benlarig, Holla, Mibhima Maru, Segovia, Armonia, Neokar, Toumna, 24th March—Alcinous, Bayern, Yang Tzeo, Candia, Ilyson, Katana, Salazie, Meinam, Tydeus, 28th March—Deumohr, Benedicth, Cardigan-shire, Niomedie, Kawachi Maru, Nippon, Pathian, Indradro, Peking, Saxonia, Sumatra, Wakasa Maru, 31st March—Calena, Cyclops, Kithao Maru, Sitionia, York, Thebus, 4th April—Bismar, Indrapura, Kaga Maru, 7th April—Alolnau, Deucalion, Hudson, Komun, Nile, Pelnawur, Polyplemies, Spezia, Syria, Tonkin, Hermann Lerche, 11th April—Denary, Bhometon, Breconshire, Erzherzog Franz Ferdinand, Maimon, St. Hugo.	Arrivals at Home—3rd March—Achilles, Odontodon, 7th March—Anchore, Ouyon, Scandia, 10th March—Derfingler, Atholl, Hitiadi Maru, 14th March—Inverlyde, Persia, Protosila, 17th March—Diomed, Oceanic, 21st March—Slavonia, 24th March—Prinz Eitel Friedrich, Nubia, Stentor, 28th March—Indramatla, Bringavia, 31st March—Salazie, Shimoda, Meinam, Miyasaki Maru, 4th April—Erzherzog Franz Ferdinand, Nippon, Persia, Segovia, Wakasa Maru, Yang Tzeo, 7th April—Cardigan-shire, Kithao Maru, York, 11th April—Benedicth, Benlarig, Miyasaki Maru, Tonkin, Tydeus.
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POST OFFICE.

A Mail will close for—

Pakhoi and Haiphong—Per Hanoi, 19th April, 9 a.m.	Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique, Valparaiso and Coronel—Per Buamara, 19th April, 10 a.m.
Swatow—Per Hainan, 19th April, 10 a.m.	Singapore, Penang and Colombo—Per Bornio, 19th April, 10 a.m.
Europe & India, via Taiterlin—Per Kleist, 19th April, 11 a.m.	Shanghai, Yokohama and Kobe—Per Kuchintzu, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle—Per Tonoer, 19th April, 3 p.m.
Hoihow and Bangkok—Per Teintad, 20th April, 9 a.m.	Macao—Per Sul Tai, 20th April, 1.15 p.m.
Shanghai—Per Linan, 20th April, 3 p.m.	Manila, Cebu and Moilo—Per Rubi, 20th April, 3 p.m.
Shanghai, Moji, Kobe and Yokohama—Per Sumatra, 20th April, 4 a.m.	Swatow, Amoy and Fuchow—Per Hainan, 21st April, 10 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Asia 21st April, noon.	Manila, Cebu, Moilo, Yap, Maroon, Friedrich, Wilhelmshafen, Rabaul, Horbortshohe, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, Newcastle, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Waldemar, 21st April, 5 p.m.
Shanghai—Per Chinhu, 22nd April, 6 a.m.	Tientsin—Per Huichow, 24th April, 6 a.m.
Swatow, Amoy and Fuchow—Per Hainan, 25th April, 10 a.m.	Europe & India via Taiterlin—Per Villa de la Clotat, 26th April, 11 a.m.
Manila, Cebu and Moilo—Per Taming, 26th April, 3 p.m.	Batavia, Cheribon, Samarang and Sonabaya—Per Tjitarvon, 26th April, 11 a.m.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Empira, 29th April, 10 a.m.	Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.O.) (Siberian Mail to Europe)—Per Empress of India, 29th April, 5 p.m.

CHINA COAST METEOROLOGICAL REGISTER.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Force.	Weather.
Hakodate	6 a.m.	29.85	—	—	0	—
Tokyo	"	29.59	—	—	3	—
Nagasaki	"	29.91	—	—	1	—
Chofoo	"	29.91	—	—	1	—
Whaiwei	9 a.m.	30.00	45.92	—	2	cr
Hankow	"	30.10	55.94	—	0	—
K'iang	"	30.10	55.94	—	0	—
Shanghai	9 a.m.	30.08	55.75	—	1	o
Gutzlaff	"	30.12	55.80	—	3	ov
Sharp P'k	"	30.06	61.88	—	3	o
Amoy	6 a.m.	29.84	64.68	—	3	o
Swatow	"	29.98	63.72	—	3	o
Canton	9 a.m.	29.99	70.75	—	1	o
H'kong	10 a.m.	29.99	69.78	—	3	o
Gap Hook	"	29.95	—	—	4	—
Macao	"	30.01	68	—	3	o
C. St. J.	"	29.98	—	—	2	c
Manila	"	29.88	84.71	—	1	b
Iloilo	9 a.m.	29.91	86	—	0	b
Cebu	"	29.85	86	—	1	b
Labuan	"	—	—	—	—	—

April 17 at April 17 at 10 a.m. 4 p.m.

Barometer.....	30.10	30.05
Temperature....	64	64
Humidity.....	71	73
Rainfall.....	0.00	—

HOTEL VISITORS.

GRAND HOTEL.

Allias, H. W.	Kelly, Mr.
Bagage, Dr.	Kench, O. O.
Bauckham, E. W.	Key, Dr. F.
Bautwell, Miss E.	Kidward, T. A.
"	Mencan, M.
Bay, J. A.	Muller, Dr.
Bruger, O.	Murray, Mr. and Mrs. Earl
Crow, Mr. & Mrs.	Offor, K.
A. B.	Phillips, T.
Debray, Mde	Phillips, T.
Edwards, T.	Rogniat, H.
Griffin, G. A.	Sellack, Arthur
Kocher, H. R.	Stewart, Capt. & Mrs. A. H.
Hood, T.	Stoneman, H. F.
James, B.	Taylor, B.
Johnson, Mr. and Underwood, E. H.	Mrs. & child

HONGKONG HOTEL.

Andrew, J. L.	Jollies, J. W. S.
Aurill, S.	Joyce, J. Hayman
Angus, R.	Johnson R. O. R.
Andos, K. J.	Kraft, Mr. & Mrs.
Bonnar, J. W. O.	W. D.
Backhouse, Mr. & Klimanek, P. H.	Lloyd, G. T.
Mrs. J. H.	Logan, M. H.
Bowack, G.	Lowrie, S.
Berguy, Mr. and Mrs. do & child	Luttringhaus, P.
Buono, Wm.	Maddey, Miss
Barton, Mr. and Mrs. G. D. F.	Mitchellmore, E.
Condon, H. L.	Menoki, J.
Clarke, W. E.	Moulder, Mr. and Mrs. A. B.
Chilvers, P. T.	Mariotti, Dr. O.
Cresswell, M.	Molntyro, Col. & Mrs.
Cust, Miss	Moriz, Dr.
Clark, C. P.	Morris, E. C.
Clark, Miss	Macqueen, G. P. O.
Clark, Mrs.	Mullinghaus, A.
U'Arcy, W. O.	North, W.
Dallas, J. P.	Noelbana, L. R.
D'Arcy, W.	O'Dettingel, V.
Dagileish, Mrs.	Ogden, J. O.
Davidson, N. K.	Orell, E.
Davies, G. H.	Phipps, L. E.
Lawson, Miss	Potte, P. C.
Dawson, R. J.	Parks, J. L.
Dionisi, Marguis	Palmer, Capt.
Donnor, J.	Pratt, Capt.
Donner, Mr. & Mrs. W. H.	Poterson, Mr. & Mrs. V.
Donnison, F. O.	Rist, Miss B.
Dowrie, W.	Rock, A. L.
Drupp, B.	Rule, Mrs. J. A.
Elmore, E.	Square, Miss A.
Ehrenfels, Mr. and Mrs. H. C.	Stainer, Lt. and Mr. J. C. E.
Eames, E. J. W.	Smith, Mr. & Mrs. W. Hilay
Edgar, W. A.	Spalding, Dr. and Mrs. A. D.
Franka, F. W.	Solomon, H. H.
Fuller, Denman	Spittles, J.
Fisher, H. G.	Storides, J. J.
Forrester, J.	Spindel, U.
Franka, F. W.	Stevens, Miss
Gaggiotto, L.	Stewart, Mrs. J. T.
Goulbourn, V.	Stramezzi, G.
Gibb, A. W. V.	Symons, W. G.
Gibson, Miss M.	Taylor, J. W.
Hallward, Mr. and Mrs. L. H.	Thompson, Mr. & Mrs. M. L.
Holmes, H. W.	Thompson, S. W.
Hough, Dr. B.	Wood, G. G.
Hewitt, Hon. Mr. and Mrs. E. A.	Woodman, Mr. & Mrs.
Hickman, H. B.	Young, H. Scott
Innes, R.	Young, Mr. & Mrs. A.
Isham, B.	Zeisler, J.
Jago, E.	
Johnson, W. W.	
Joseph, R. M.	

ASTOR HOUSE.

Black, P.	Manst
Borg, J.	McHe
Brand, L.	McKil
Brox, A. do	Mendi
Brown, J. L.	Mrs.
Brodvay, A.	Mody,
Burgess, Mrs.	Morris
Caldwell, Miss E.	do
B.	Morris
Castello, Mr. and Mrs.	Murray
Mrs. J.	Neb k
Campbell, Thos.	Mrs.
Clark, J. S.	Nelson
Cobur, A. B.	Nelson
Colville, Mrs. F. C.	Norris
Ornig, J.	O'Don
Corridor, P.	A.
Daniels, Miss Ida	Palmer
Dougherty, Mrs. J.	Pierso
W.	Pond,
Dunster, Mrs. Gor-	Ramse
don	Raidon
Dapont, V. H. M.	Rigg,
Elwood, W.	Roudo
Erhard, Mr.	Rouge
Fitzgerald, Mrs. S.	Schell,
"	Sitzer,
Forbes, A. A.	Smith,
Gouldsburg, J. L.	Spille
Gourgey, M.	Sprink
Harwood, W.	Steph
Healy, T. E.	Steven
Hinz, A.	Steven
Herand, Mr. and Mrs.	Supple
Hibbard, Mr. and Mrs.	Swan,
Mrs. D. S.	Turne
Higley, C. A.	Walk
Holman, G.	Walke
Jones, H. O.	Wilco
Joseph, J.	Youn
W. H. R.	